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NEW SKODA BABY SUV

SCOOP £21k Epiq set to rock small car class

EXCLUSIVE IMAGES

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PLUS vRS BLITZ

Hot versions of EVERY Skoda

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KM74 JTX

FAMILY HYBRID SHOOTOUT

TESTED New Volkswagen Golf GTE vs Toyota Prius PHEV

LOTUS'S FUTURE LAID BARE

We drive Evija **PLUS** Inside story from brand's boss

DRIVEN A5 PLUG-IN

Audi fleet favourite guns for 3 Series

NEW NISSAN LEAF

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*BIK correct at time of publication.

LEAPMOTOR

A LEAP FORWARD

AUTO EXPRESS

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AUTO EXPRESS ROAD TESTS
All Auto Express tests are carried out at private proving grounds where cars are driven to the limit and performance tested. Auto Express also assesses the cars over many miles of mixed public roads before delivering its Road Test Verdict.

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THIS WEEK

THE car industry waving goodbye to Renault's inspirational boss Luca de Meo, the man behind a turnaround that now has the firm producing some exciting and desirable cars in a way no-one could have predicted five or 10 years ago, got me thinking about the importance of charismatic leaders.

My last interaction with de Meo was at the Paris show last year, where a room full of journalists was kept waiting for 45 minutes after the sudden arrival of the French President on the Renault stand required de Meo's presence there. The atmosphere in the room switched immediately on his belated arrival, going from bored disgruntlement to instant attention on an intelligent, articulate and sharp man who had a room of cynical journalists hanging on his next word.

But we're always looking for what comes next, and it's an interesting time now with Stellantis's brands under the command of former Jeep CEO Antonio Filosa, who has replaced Carlos Tavares, while Cupra/SEAT is reeling from the shock departure of Wayne Griffiths less than three months ago.

The European car industry is left looking for a figurehead to act as a mouthpiece, too, specifically in the face of an increasing threat from China's ever-improving and more technologically impressive cars. Tavares and De Meo didn't regularly agree on the direction, but they were the two main go-to vocal advocates for the industry and how it should plot its way forward. It will be interesting to see who takes up that mantle, but at the moment, the challenge to be profitable, competitive and offer an appealing line-up of cars people want to buy is as difficult as at maybe any other point in history.

Once these new bosses are all in place, they will have some tough decisions to make. It's a delicate balance between pragmatic conservatism and boldness and excitement. De Meo's move to bring back the 5 has gone well so far, and his pathway for Alpine to become a more appealing performance brand will play out over the coming years, and could go either way. New leaders bring new directions, so I wonder what excitement is to come when the next batch get their feet under the desk and start plotting a way through the automotive minefield of the coming years.

> **"NEW LEADERS BRING NEW DIRECTIONS, SO I WONDER WHAT EXCITEMENT IS TO COME WHEN THE NEXT BATCH GET THEIR FEET UNDER THE DESK"**

PAUL BARKER

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EDITOR'S VIEW

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AUTO EXPRESS

FIRST FOR NEWS

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EV pioneer gets major reboot

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Edition 50 is hottest version yet

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HONDA SUPER EV
Festival debut for new city car

SCOOP NE

REVEALED Baby EV is due in 2026, and will sit below the Elroq and E

Richard Ingram
Richard.Ingram@autoexpress.co.uk

THIS is the all-new Skoda Epiq, a baby electric SUV that will sit underneath the larger Elroq and Enyaq, and later the seven-seat Eviatiq, when it arrives in 2026. We've known the Epiq is coming for some time, having seen it previewed by a concept last year, but the pictures on Page 8 represent first time the car has been caught testing on public roads.

Although the Epiq is still wearing extensive cladding and a heavy disguise, we can see from these first spy shots that the new SUV will inherit a family look and further progress Skoda's current 'Modern Solid' design language, with stacked headlights and daytime running lights, illustrated

KLAUS ZELLMER CEO, Sko

> “THE SKODA EPI
> WILL OFFER BUY
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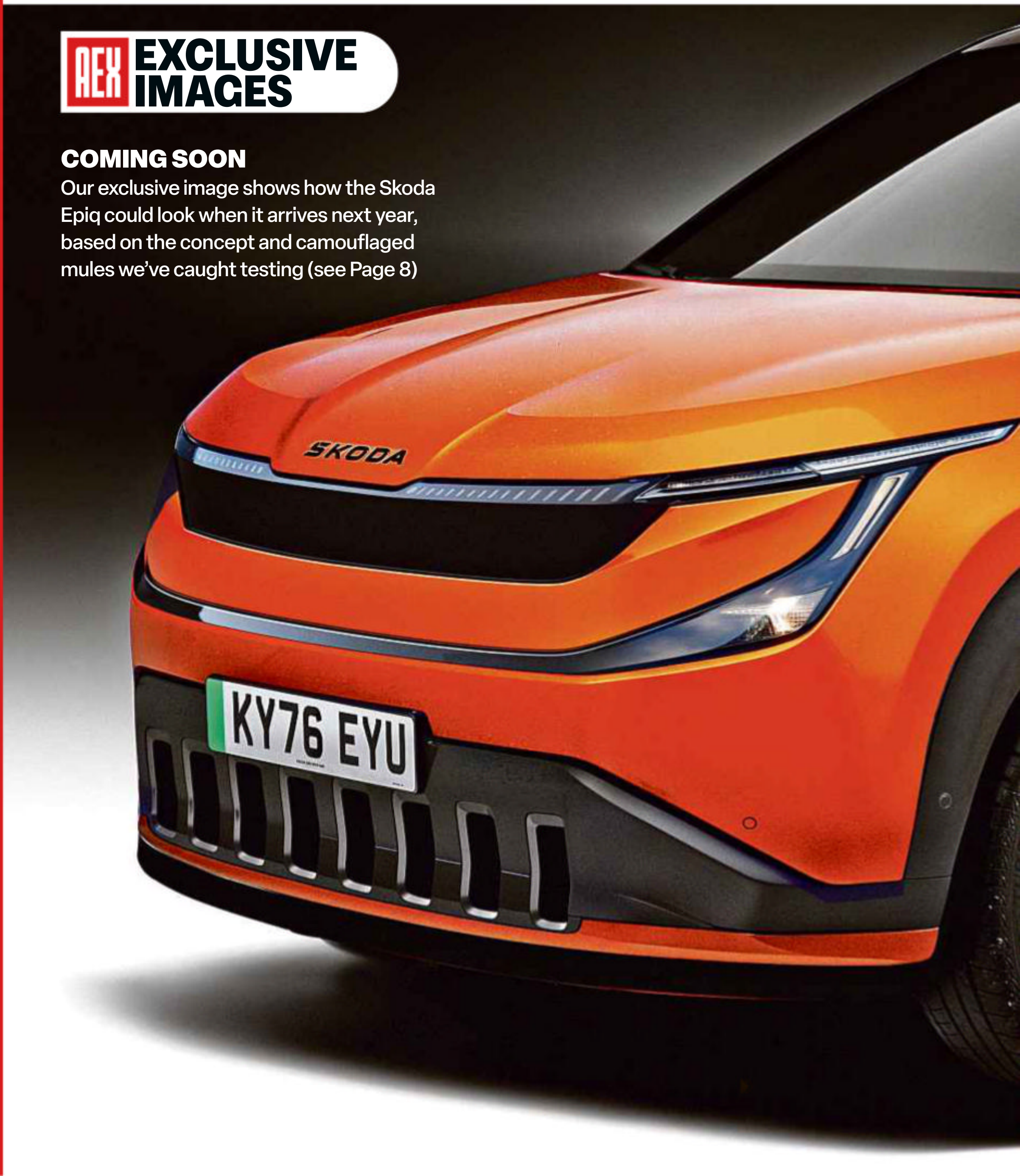
EXCLUSIVE IMAGES



COMING SOON
Our exclusive image shows how the Skoda Epiq could look when it arrives next year, based on the concept and camouflaged mules we've caught testing (see Page 8)

W SKODA EPIQ

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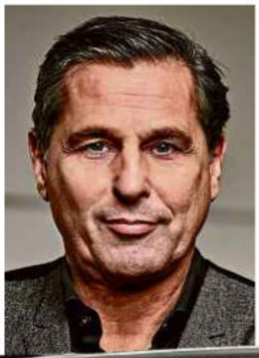
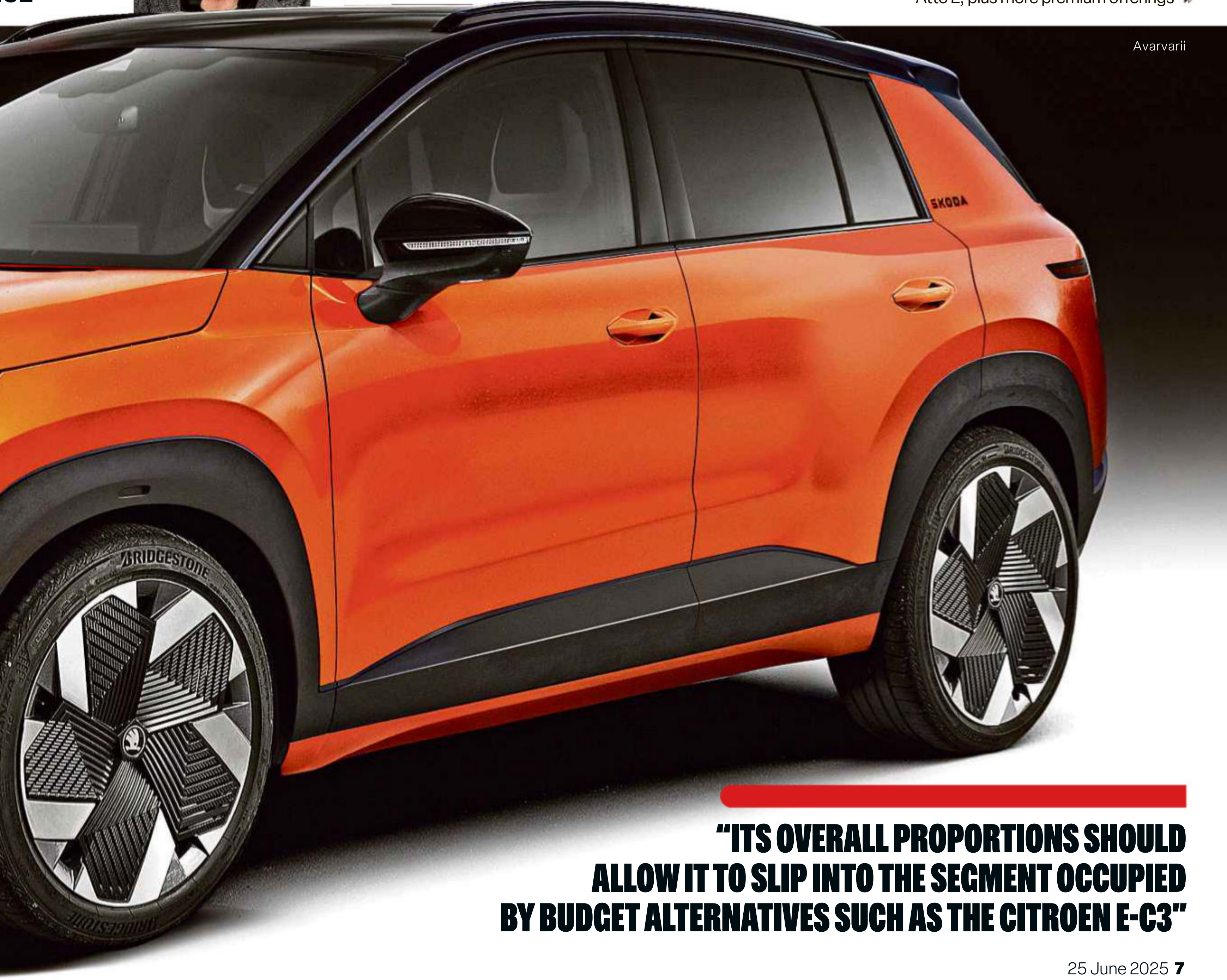


here by our exclusive images. As with the brand's other EVs, the lights will be connected via the now-familiar 'Tech Deck' face – a gloss-black panel housing many of the car's sensors and radars for its suite of Advanced Driver Assistance Systems (ADAS).

Last year, when the Epiq was announced, Skoda boss Klaus Zellmer said: "We have listened to our customers and understand they are looking for attractive options, which is why we are expanding our e-mobility portfolio into this popular segment".

The slashes and vents in the test mule's bodywork and the Jeep-style slotted section in the lower part of the bumper will make production, and set the Epiq apart from its larger siblings. As with the Elroq and Enyaq, the Epiq will have a clamshell bonnet that wraps around the car's side to the A-pillars.

We can see the Epiq will have a shorter wheelbase than Skoda's other SUVs, plus cut-down front and rear overhangs. Its stubbier overall proportions should allow it to slip into the segment currently occupied by budget alternatives such as the Citroen e-C3 and forthcoming BYD Atto 2, plus more premium offerings ▶



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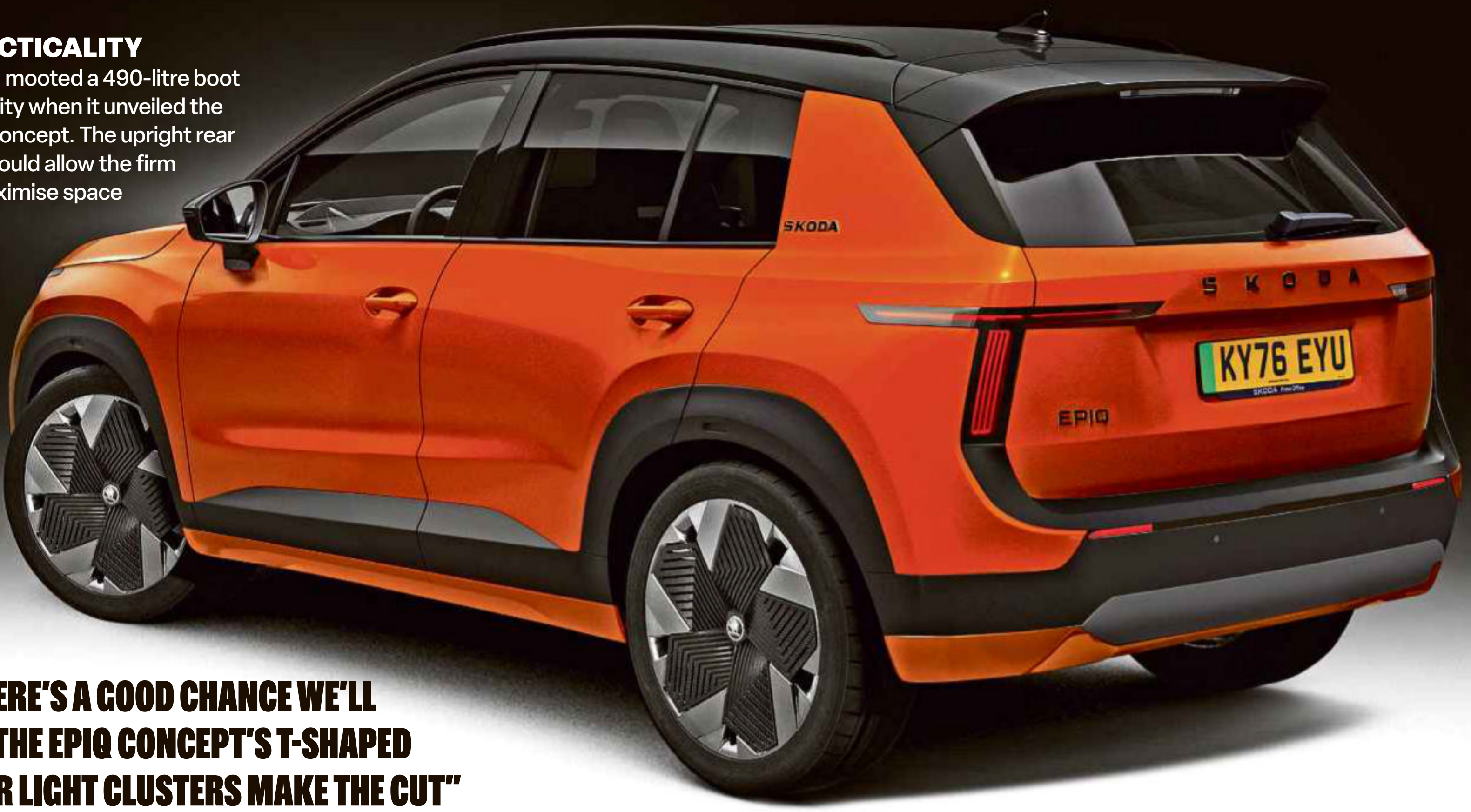
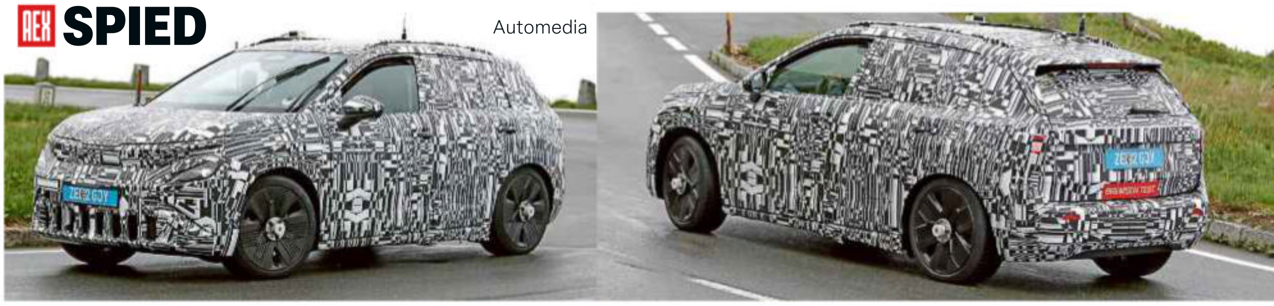
"ITS OVERALL PROPORTIONS SHOULD ALLOW IT TO SLIP INTO THE SEGMENT OCCUPIED BY BUDGET ALTERNATIVES SUCH AS THE CITROEN E-C3"



PRACTICALITY
Skoda mooted a 490-litre boot capacity when it unveiled the Epiq concept. The upright rear end would allow the firm to maximise space

“THERE’S A GOOD CHANCE WE’LL SEE THE EPIQ CONCEPT’S T-SHAPED REAR LIGHT CLUSTERS MAKE THE CUT”

REX SPIED


Automedia

such as the MINI Aceman and Volvo EX30. The Epiq concept measured 4.1 metres long – significantly shorter than the 4.5-metre Elroq.

The upright tailgate should help preserve boot space – Skoda won’t want to sacrifice its reputation for offering clever, practical cars. Indeed, the maker mooted a 490-litre boot when it revealed the concept last year – significantly more than in those aforementioned rivals, and bigger even than the Elroq it’s designed to sit beneath. Whether this becomes a reality for the production car remains to be seen, but fitting the electric motor to the front axle may help; the Epiq will share the VW Group’s MEB-Small platform and electrical architecture with the forthcoming Volkswagen ID.2 and Cupra Raval.

Design-wise, there’s a good chance the Epiq concept’s T-shaped rear light clusters will make the cut, alongside the usual SKODA lettering and a number plate fixed to the bootlid rather than the bumper. The car in our pictures has ‘Bremsen Test’ stickers, which translates from German as ‘Brake Test’.

The prototype’s overall proportions, plus its roof rails and sill cladding, lend it that baby-SUV look, although the ride height doesn’t look much taller than a supermini’s – allowing minimal structural changes from its VW and Cupra stablemates. While it’s not clear how quickly the car is travelling, it looks to be cornering relatively flat – standing it in good stead for any future vRS version (see opposite).

While we haven’t seen inside the production car, Skoda has hinted that much of what was shown on the concept will be carried over. If this is true, we can expect a large central display with shortcut buttons for elements such as the ADAS features and drive modes, plus a smaller digital instrument cluster ahead of the driver. The steering wheel should get physical switches, too, in response to industry-wide negative feedback for capacitive touch-sensitive controls.

There should be lots of cabin storage, and features that align with the firm’s ‘Simply Clever’ messaging. Skoda may also use flashes of colour inside – just as it did on the Epiq concept – to mark this out as the most youthful of its SUV line-up.

As well as its MEB-Small platform, the Epiq will utilise the same choice of 38 and 56kWh batteries as the equivalent VW and Cupra, with the larger of the two units promising up to 280 miles of range. VW claims the ID.2 will charge from 10-80 per cent in around 20 minutes thanks to a peak charge rate of 125kW, and we expect similar numbers for the Skoda.

A variety of motors will be available, the most powerful of which will be offered with a vRS badge on the wings. Volkswagen has confirmed a 223bhp unit for the ID.2, capable of accelerating from 0-62mph in less than seven seconds. More sedate models will make up the majority of the range, however, and 150-180bhp seems sensible for a car of this type.

At the time of the Epiq concept’s unveiling, Zellmer described it as “offering a spacious interior within a compact exterior, all at an attractive price”. While still to be confirmed, we previously suggested a starting price of around 25,000 Euros, or £21,300.

The Epiq will likely join its VW and Cupra counterparts on the production line at the company’s Pamplona site in Spain; the factory is currently being developed to help assemble the Group’s next-generation EVs.

The Epiq is set to be revealed towards the second half of 2026, with the brand currently preparing to unveil its new, Octavia-sized EV at the Munich Motor Show in a few months’ time. Yet UK sales for the small SUV should still commence before the end of next

“THE EPIQ WILL UTILISE THE SAME CHOICE OF 38 AND 56kWH BATTERIES AS THE EQUIVALENT VW AND CUPRA”

PLUS Racy Epiq vRS on the way too as Skoda ups the ante on its hot sub-brand

OFFICIAL Future cars will also get the go-faster treatment, with a focus on engagement

Richard Ingram

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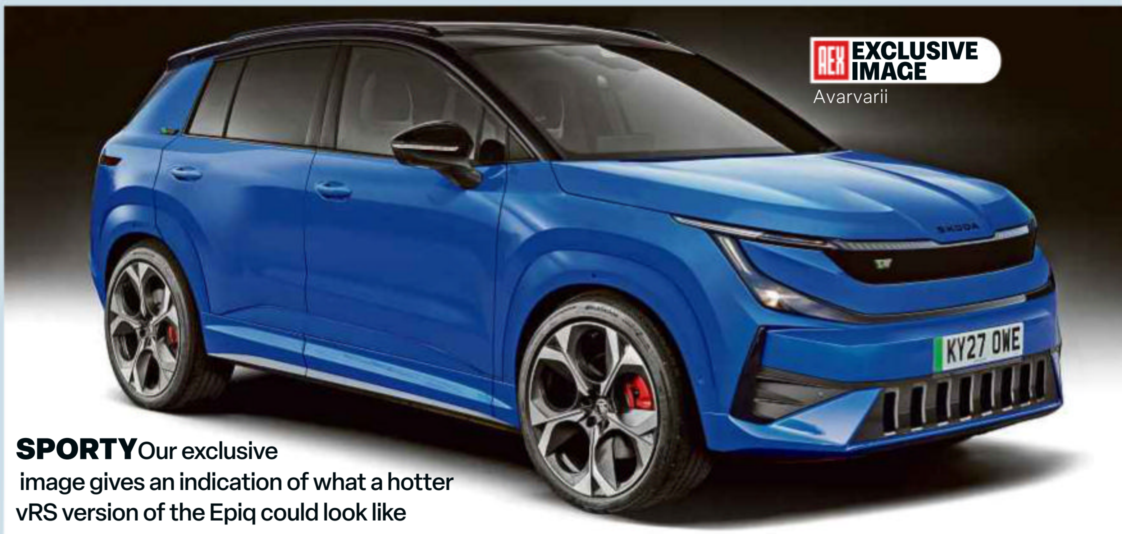


SPORTY Our exclusive image gives an indication of what a hotter vRS version of the Epiq could look like

BJORN KROLL Head of product marketing, Skoda

> **"THE CARS WE ARE LAUNCHING, VERY LIKELY, WILL HAVE A vRS VERSION; PEOPLE LIKE IT"**

SKODA is planning an onslaught of hot hatchbacks and SUVs led by the recently launched vRS versions of the Elroq and Enyaq, but soon to be bolstered by a go-faster Epiq and flagship Eviatiq, Auto Express can reveal.

With almost half-a-million vRS-badged models (referred to as 'RS' in other global markets) now on the road, Skoda is set to fully exploit its sporty sub-brand's potential with a host of new variants that span superminis to seven-seaters. Speaking at the dynamic launch of the Elroq vRS recently, Bjorn Kroll, Skoda's head of product marketing, told us: "The cars we are launching, very likely, will also have a vRS version; people like it."

The deluge of hot cars began with the Elroq vRS and facelifted Enyaq vRS, but will continue with a racy version of the Epiq small SUV that's due in 2026. It has been designed alongside the forthcoming Volkswagen ID.2, meaning the vRS will likely share much of its battery and motor tech with the hotly anticipated ID.2 GTI.

While production specifications are yet to be announced, we expect the Epiq vRS to boast at least 220bhp from a single, front-mounted electric motor, ensuring the car is good for 0-62mph in less than seven seconds. Skoda's engineers will no doubt be keeping a close eye on the newly revealed Peugeot E-208 GTi, which was shown at the 24 Hours of Le Mans race earlier this month.

Following close behind will be Skoda's future flagship, thought to be called Eviatiq. We know much less about this model, but given its size and weight, any vRS version is all but certain to boast dual motors producing more than 350bhp combined, plus bespoke, lowered suspension and bigger brakes. Such a model is at least two years away, however.

While the majority of Skoda's new vRS models will be electric, we're still holding out hope for a hot version of the firm's range-topping Superb saloon and Estate model. When asked whether such a car was planned, as we've reported previously, Kroll's excitable smile spoke a thousand words: "You are not the only one," he said. "I can only tell you this."

Future vRS models should turn the performance dial up a notch, too. Previous examples have often been criticised for their occasionally lukewarm demeanour, but Kroll referenced the Enyaq RS Race concept as a testbed for future technologies, including sound generators and software that can mimic a combustion car's automatic transmission.

"Everything that is missing in terms of old emotions," Kroll admitted, "what we are used to from the good old days, it's in [the Enyaq RS Race concept]. You see it, and you hear it. We will use this kind of recipe. We have to bring more emotion to it. Here you have the torque, that gives a certain amount of emotion, but the rest is what's missing. Then you have to add, you know, the sound, and the changing of the gears… That kind of thing.

"What you see on electric cars today, on RS, is just the beginning," Kroll insisted. "We will, for sure, try to push even more – going in the direction of what we are used to from the internal combustion engine [cars]."

Whatever happens, vRS is set to remain a Skoda staple. Previously, CEO Klaus Zellmer told us: "vRS is absolutely part of our future. If you look at what we've done with Enyaq, it's a fabulous top-of-the-line vehicle – arguably the most aspirational car in our line-up, with four-wheel drive, around 300bhp. The price is higher, but it's still a value proposition in terms of performance for the money."

New Enyaq RS Race
SKODA

TESTBED Skoda's Enyaq RS Race concept will be used to develop future tech for vRS models, including sound generators to recreate the sound of an ICE car's auto gearbox

"IT MIGHT APPEAR LIKE A BIG CAR, BUT PICTURES DON'T DO THE LEAF JUSTICE. IT'S ONE OF VERY FEW EVs TO LOOK SMALLER IN THE METAL"

OFFICIAL

Nissan branches

REVEALED Once a dowdy hatchback, the Leaf has morphed into a sleek and

Jordan Katsianis

Jordan.Katsianis@autoexpress.co.uk

ONE of the big EV innovators that helped to push electric cars into the mainstream has been completely reimagined. Where once the Nissan Leaf was a sensible, somewhat awkward-looking C-segment hatchback, this all-new generation is much more interesting.

That's not just because of its more arresting design, but also because it now packs some impressive numbers that will bring it right back into contention with key rivals including the Kia EV3 and Volkswagen ID.3.

Range and batteries

It's those two competitors that Nissan has its eye on, with the Leaf designed to appeal to both the low-mileage urban dweller and, thanks to a new long-range battery option, higher-mileage business users.

The new long-range battery is a 75kWh unit that gives the Leaf up to 375 miles of range, which matches the EV3's best efforts and beats the ID.3's claimed 369-mile maximum. The Leaf's battery powers a front-mounted 214bhp e-motor, propelling the car from 0-62mph in 7.6 seconds and onto a top speed of 100mph.

Nissan quotes DC charging speeds of up to 150kW, which will top up the battery from 20 to 80 per cent in less than 30 minutes. Meanwhile, a UK-based development team has also been testing the Leaf during sustained high-speed driving to give owners a better idea of the car's motorway efficiency. The company says the long-range Leaf will still offer around 204 miles of range on a single charge at a constant 80mph.

The entry-level 52kWh battery, which is aimed more at urban use, is still capable of reaching 270 miles on the WLTP test cycle, with 138 miles achieved during Nissan's in-house test at 80mph.

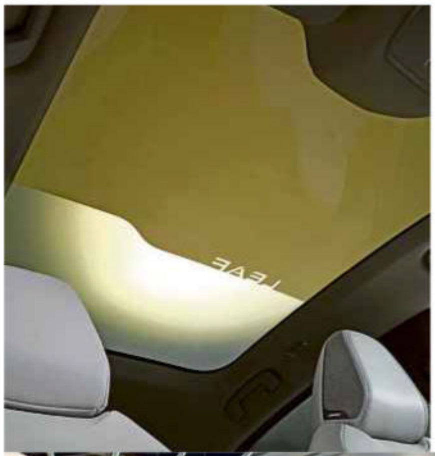
This version is powered by a slightly less powerful 174bhp e-motor, and charging speeds are slower at 105kW, yet the smaller battery can still be topped up from 20-80 per cent in 30 minutes. This edition will do 0-62mph in 8.6 seconds and manages the same 100mph top speed as its sibling.

Design, interior and tech

A large battery is only one of the elements required for a long range, and Nissan's designers have worked hard to make the Leaf into a much more slippery and efficient EV. The sloping roofline, Kamm-tail rear end and clever aero tricks around the front contribute to an impressive drag coefficient of just 0.25Cd.

That sloping roofline has also been a key driver of change when it comes to the car's form, Giovanny Arroba, Vice President of Nissan Design Europe, told Auto Express.

"The Leaf is all about muscularity, wheel orientation and agility, but it should still have a sense of urban



DETAILS
Nissan's design boss tells our man how brand's nineties styling (below) inspired some features. Optional glass roof (left) makes cabin brighter and boosts headroom

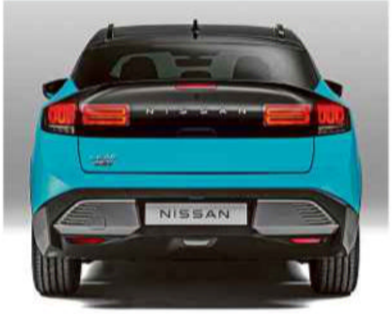
GIOVANNY ARROBA Vice President, Nissan Design Europe

"THE LEAF IS ALL ABOUT MUSCULARITY AND AGILITY, BUT IT SHOULD STILL HAVE A SENSE OF URBAN CHIC AND SEXINESS"

out with all-new Leaf

slippery rival for the VW ID.3 and Kia EV3

STYLING
Leaf's new look has been dictated in part by the desire for good aerodynamics that will give the car a good range

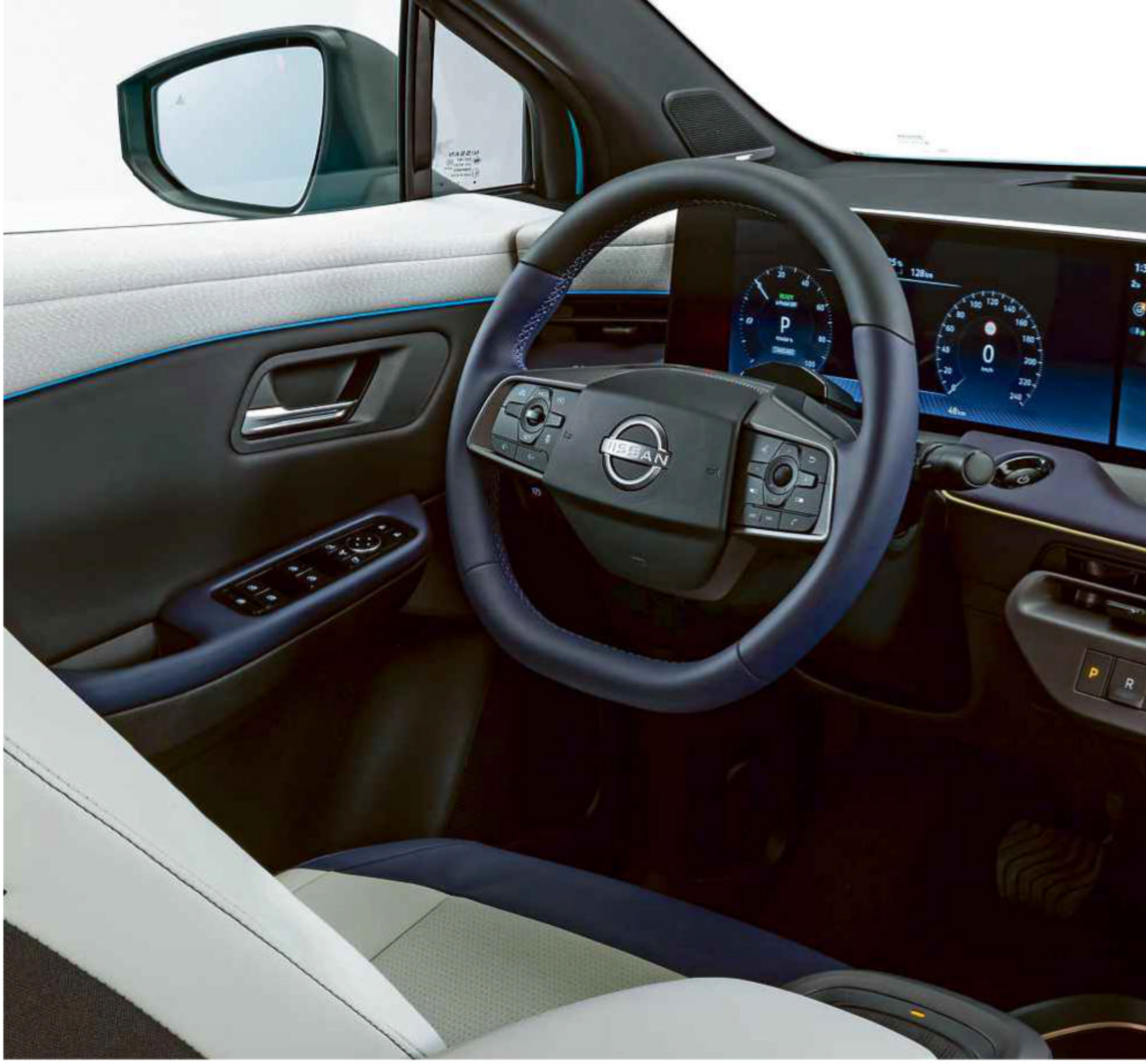


chic and sexiness," he said. "The [styling] of the Leaf is again very much shaped by bringing 604 kilometres [of range] to the customer within that price range."

Nissan has also sprinkled in plenty of nineties-inspired design details, harking back to the brand's heyday. Elements such as three-dimensional rear lights and their clever 'Ni-San' (two-three in Japanese) graphics, plus references to sports models such as the 300ZX around the blacked-out rear panel, all suggest that the company is leaning into something the newer Chinese and Korean brands don't have: heritage.

It might appear like a big car, but pictures don't quite do the Leaf justice, because it's one of very few EVs that look smaller in the metal. At 4,350mm long, it's only around 50mm longer than the boxy Kia EV3. The Leaf is available with 18 or 19-inch wheels, although specific trim details ▶

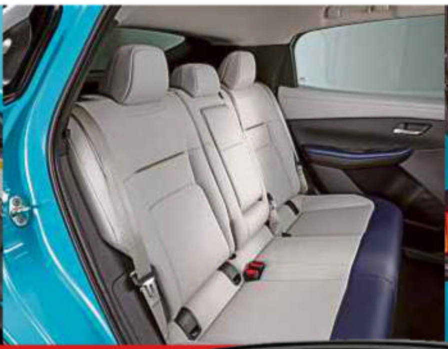
> **“TWIN-SCREEN DISPLAY IS NEW FOR NISSAN AND RUNS A FRESH INTERFACE INCLUDING VOICE CONTROL AND GOOGLE-BASED NAV”**



and pricing have yet to be confirmed for the UK market.

The interior design is thoroughly contemporary, with the clean and uncluttered dash layout prioritising a digital-heavy interface, but without totally relegating physical controls to the bin. The twin-screen display is new for Nissan, and comprises a pair of 14.3-inch screens that are even bigger than the flagship Ariya’s. They also run a fresh native interface that’s powered by the latest electronic hardware, and include elements such as intelligent voice control and a Google-based navigation system.

Just below the main screen is a set of touch-sensitive controls for the air-conditioning, and between the air vents are a simple volume knob, track-seek buttons and a shortcut for the parking cameras. High-spec models will also feature a Bose sound system, including a dedicated speaker that can relay navigation and warning sounds to the driver without interrupting passengers.

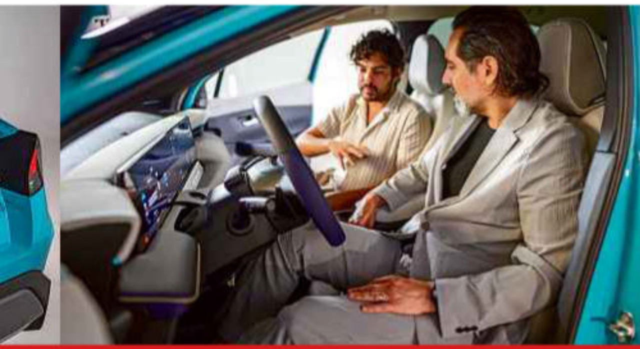


Boot space and practicality

We sat in the car in a studio and can confirm the rear seats are spacious, with good knee and legroom. A flat floor means foot space is decent, and there is plenty of headroom, despite the sloping roofline. On higher-grade models Nissan will offer a glass roof, which includes changeable glass that can block sunlight across the roof in stages. As well as making the cabin brighter, this panel also increases the rear headroom by 30mm.

There’s plenty of storage inside the cabin, with loads of room for small items combined with a vast, open area under the dashboard to really hammer home that this is a bespoke

INTERIOR Two screens dominate dash, but there are also some physical controls. Head and legroom, plus the boot capacity, are very decent



AUTO EXPRESS Q&A GIOVANNY ARROBA

Vice President, Nissan Design Europe

Q What does Nissan stand for, and how can you as a designer help tell its story to customers?

A Nissan is really a reflection of the people in the company, right? Our company's quite diverse. We're global, but we're also Japanese. We are innovation, and we are excitement, and we are daring, but we really wanted to do a bit of soul searching and ask, 'What is the spirit of Nissan?'.

Our trucks and our SUVs are very distinctive – rugged and bold – and then we have a whole history of cars like the Pike cars [such as the retro Figaro], which are kind of artistic and charming. And then obviously we have our very sleek and sexy cars that show off performance and a sense of formal modernity.

Q How does this apply to your EVs like the new Leaf?

A It falls somewhere in between bringing formal elegance and modernity into this Goldilocks zone of electrification, and how we bring some of the joy and charm that are also part of our brand.

How do we make it Nissan? We're conscious of how we keep some sense of consistency or Nissan-ness, but not be cookie cutter, because every personality is different, every customer is different, and our regions are different. So it is a challenge.

With the Leaf, which is being built in Sunderland, we were very conscious of tailoring the right crossover for Europe and the UK.

Q How do you draw the magic from your icons such as the GT-R and Patrol into the mainstream?

A Sometimes you realise there are ways to cross-pollinate some of those. We take that first Leaf, bringing the mindset of a mass-market EV, and then we bring what we did with Juke and Qashqai – that segment was defined by those two cars – and when we merge the two together, then you have the Leaf reimagined.

> **"THE LEAF IS BUILT IN SUNDERLAND, SO WE'RE CONSCIOUS OF TAILORING THE CAR FOR EUROPE AND THE UK"**

SLIPPERY
Front end includes neat aero tricks, while sloping roofline and tail also contribute to low drag coefficient

EV, rather than one based on an existing ICE platform. The 437-litre boot is also a good size – and 50 litres bigger than the previous-generation Leaf's. However, more upright rivals will likely be more versatile when it comes to loading bulky items.

Specifications and prices

The Leaf will come in four trim levels: Engage, Engage+, Advance and Evolve. Features and pricing for each of these will be revealed closer to its launch in the fourth quarter of 2025, but Nissan has suggested that both the standard equipment and pricing will be competitive with the Volkswagen ID.3, Cupra Born, Kia EV3 and Hyundai Kona Electric.

We suspect that prices will start from around £30,000 and rise to somewhere near £40,000 for the top-spec long-range models.

So although the Nissan Leaf might have been a trailblazer when it first brought electric motoring to the masses, its relative inability to capitalise on that lead has made the previous model something of an afterthought for buyers in the era of bespoke EVs from European, Korean and, now, Chinese manufacturers.

However, this new generation signals that Nissan is committed to getting back to the sharp end of the class, and has ensured that its Sunderland factory in the UK is equipped for the sales volume the company hopes to see.

Edition 50 is the most p

Jordan Katsianis

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REVEALED Special edition marks anniversary for Volkswagen's icon

TO mark 50 years since the original Mk1 Golf GTI appeared, VW has revealed one of the fiercest special editions of the iconic hot hatchback in its history, the new Mk8 Golf GTI Edition 50.

While VW GTIs are rarely the most potent or focused hot hatchbacks in their class, every so often the brand gives us a model with a more hardcore appeal – something this new Edition 50 looks to emulate.

It's the most powerful Golf GTI in history, with 320bhp derived from the same turbocharged 2.0-litre petrol engine as the standard model. Torque is rated at 320Nm, helping the Edition 50 do 0-62mph in just 5.5 seconds.

The figures represent a 24bhp and 20Nm increase over the existing GTI Clubsport, and put the Edition 50 14bhp up on the iconic Mk7 GTI Clubsport S – a model that's regarded as not only the best GTI, but also one of the best hot hatchbacks of all time.

Unlike its famous predecessor, the GTI Edition 50 isn't a stripped-out three-door lightweight special. Instead, it retains a five-door body, rear seats, a well appointed cabin and seven-speed dual clutch DSG transmission. Power is sent to the front wheels, helped by an electronically controlled limited-slip diff and a comprehensive set of chassis upgrades.

When fitted with the optional GTI Performance Pack, the Edition 50 features an all-new suspension set-up, with more negative camber, 20 per cent stiffer springs, a completely retuned set of adaptive dampers, stiffer rear wheel hub connections and firmer bushes.

It also sits 15mm lower than before, and rides on a set of forged 19-inch alloy wheels that, together with a new set of track-focused Bridgestone tyres, reduce the unsprung weight by 16.4kg. This weight loss is further helped by the Akrapovic titanium exhaust system, wiping 30kg off the total mass in comparison with a standard GTI Clubsport.

Such detailed suspension upgrades haven't yet been applied to any Golf of the current generation, suggesting that the brand is serious about rivalling the class best for driver engagement and performance.

The styling changes are subtle but meaningful, with two reborn heritage colour options that are not available on standard Golf GTIs. These are Moss Green and Tornado Red, first seen on the Mk3 GTI. The forged wheels feature a unique red and black finish, and the front and rear lights have smoked inners. There's also a unique stripe on the sill, but despite this, it remains one of the more subtle hot hatchbacks on the market.

Inside, VW has fitted a unique tartan fabric trim in combination with microsuede inserts, plus red seatbelts and Edition 50 badges across the tread plates and on the bottom of the steering wheel. The twin-screen layout, with its new, larger infotainment display, is standard fit, and comes with plenty of customisation options. But those after a set of bucket seats – like the ones found in various Cupra models – will be disappointed to see those from the existing Golf GTI still in place.

Volkswagen has not confirmed how many Edition 50s will be sold in the UK or what they will cost, but we expect there to be a price premium, possibly stretching to £50,000. However, as a piece of history, it could be a bargain if the model appreciates in value over time, in much the same way as the Clubsport S has in the past 10 years.

"UNLIKE ITS PREDECESSOR, THE EDITION 50 ISN'T A STRIPPED-OUT LIGHTWEIGHT SPECIAL"

AEX OFFICIAL
WOB GT 150

powerful Golf GTI ever

TRACK TESTED Volkswagen says GTI Edition 50 has undergone a series of performance upgrades to chassis

Hybrid Shark pick-up truck is one of the vehicles BYD could bring to the UK

BYD to double number of models sold in the UK

BYD has already launched six models in the UK since 2023, but the brand is not slowing down, with plans to double the size of its line-up before the end of 2026.

Speaking exclusively with Auto Express, UK sales and marketing manager Steve Beattie said that next to arrive, in September, will be the Atto 2. This compact SUV will initially only be available as an EV, but there will also be a plug-in hybrid 'DM-i' version in 2026.

The Seal 6 estate and saloon will also be launching in the UK before the end of the year, along with the Seal 5 – another BMW 3 Series-sized saloon – and all will feature plug-in hybrid power. However, while the Seal 5 will be an entry-level option, the Seal 6 is a more premium offering.

Three more as-yet-unnamed new models will be joining the BYD line-up in 2026. Beattie didn't tell us anything about this trio, but it seems likely that the Seal 06 GT will be come here eventually, with the electric hatchback possibly serving as a rival to the Volkswagen ID.3 and Cupra Born. Plus there's also a hot 416bhp version of the car, called the Seal X.

While not confirmed for the UK, the BYD Shark hybrid pick-up truck (above) also has a strong chance of coming to our shores. It would offer a new challenger to the best-selling Ford Ranger, a plug-in hybrid version of which recently went on sale (page 24).

The Shark boasts up to 62 miles of EV range, thanks to a much larger battery than the Ford, plus a combined power output of 435bhp – compared with the 275bhp in the Ranger PHEV. However, the BYD's 2,500kg towing capacity does fall short of the Ford's 3,500kg limit.

At the same time, BYD plans to continue expanding its dealership network. It included 50 locations at the start of the year, but now stands at 75, and Beattie says it will reach 90 by September.

> **"THE SEAL 6 ESTATE AND SALOON, PLUS THE SEAL 5, WILL LAUNCH BEFORE THE END OF THE YEAR"**

Suzuki reveals sub-£30k price for its e Vitara

PRICES for the Suzuki e Vitara have been announced, with the base-spec front-wheel-drive model fitted with the smaller of the two batteries on offer starting from £29,999. A top-spec, all-wheel-drive 'Ultra' with all the bells and whistles and the bigger battery, costs £37,799.

Just one variant will be available with the entry-level 49kWh battery. Every other version will come with the larger 61kWh unit, good for up to 248 miles of range. A basic Motion-spec car with the 61kWh battery costs £32,999, while adding Suzuki's ALLGRIP-e all-wheel-drive system adds £2,000 to the price.

Suzuki has said it will offer zero per cent finance at launch, payable over two years with a 20 per cent deposit. That means the bigger-battery, front-wheel-drive model in Motion trim is available from £379 per month. Customers ordering before the end of September will get a free Ohme home wallbox, plus 10,000 miles of home-charging credit.

The e Vitara is available to order from July and Suzuki hasn't yet revealed full specifications for the two trim levels on offer. It is Suzuki's first EV and is designed to rival cars such as the Kia EV3 and Skoda Elroq. It has been developed with Toyota, whose version is called the Urban Cruiser.

Range-topping e Vitara costs £37,799

BMW M3 to ditch carbon fibre for a sustainable alternative

Natural fibres said to be strong and lightweight, plus they can be recycled

Tom Jervis

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BMW has developed an all-new material as a more sustainable replacement for carbon fibre, which is now ready for development and set to be used on the brand's production cars – including the new electric M3 – within the next few years.

Engineered in collaboration with Swiss firm Bcomp, the natural-fibre composites offer similar properties to carbon-fibre counterparts, but emit far less CO_2 during production. Plus they can be recycled, unlike most forms of carbon-based composites.

When developing such materials, the key issue was to ensure they are strong enough to be homologated for use on a car's roof. BMW says that when applied to its next-generation performance car – which we assume means the M3 EV – the use of natural fibre has coincided with a reduction of CO_2e (carbon dioxide equivalent) emissions by 40 per cent, compared with using carbon fibre. The firm says the natural fibre can also help reduce the use of plastic in the car's interior by up to 70 per cent.

In appearance, natural fibre looks very similar to its carbon counterpart, with a distinctive weave pattern that's designed to replicate leaf veins, and a dark-grey colour. It's so similar that you may not have noticed it already being used on BMW's racing cars.

As their name suggests, natural-fibre composites are made from plants or animal products. In this case, BMW and Bcomp's material is constructed using fibres from flax (a flowering plant) grown naturally and harvested in Europe.

Franciscus van Meel, BMW M's CEO, said he was "delighted" by the breakthrough, describing the new material as a "vital element of innovative lightweight solutions in motorsport, allowing for a reduction in CO_2e emissions in the manufacturing process".

He added: "We are now looking forward to the use of these materials in future BMW M product ranges."

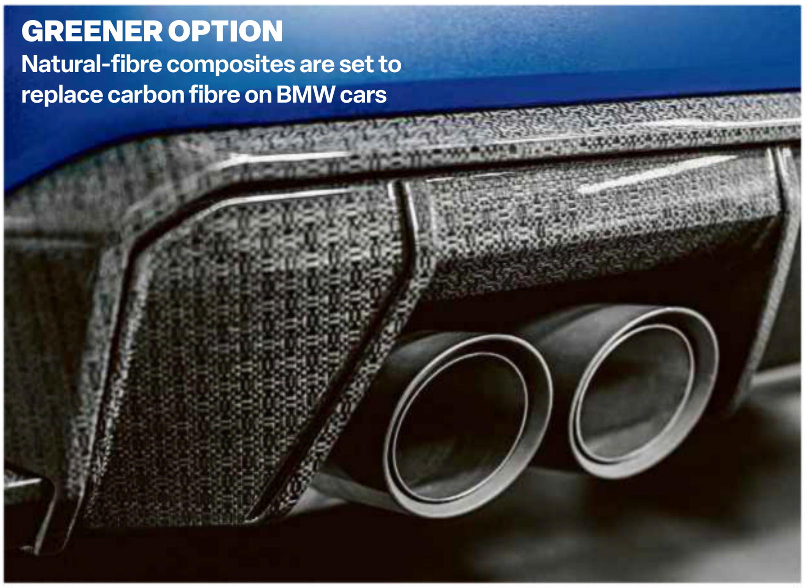
The development comes at a vital time, with the European Union recently drafting legislation to classify carbon fibre as a "hazardous substance" as part of its ongoing End-of-Life Vehicles (ELV) Directive.

This is because when carbon fibre is disposed of, the tiny particles generated can be an irritant – and even harmful – when inhaled or exposed to human skin. The particles are also conductive, so have the potential to short-circuit machinery.

But, thankfully for the automotive industry, the legislation remains at a draft stage, after firms, including Audi and Mercedes-AMG, submitted evidence against the proposed law.

BMW also appealed to the EU, but the brand's recent investment in alternative materials does suggest it may just be a matter of time before carbon fibre disappears altogether.

"NATURAL-FIBRE COMPOSITES OFFER SIMILAR PROPERTIES TO CARBON FIBRE, BUT EMIT FAR LESS CO_2 DURING PRODUCTION"



GREENER OPTION
Natural-fibre composites are set to replace carbon fibre on BMW cars

£82k price tag for Kia's performance EV9 GT

KIA has announced pricing for its most expensive model yet, with the new high-performance EV9 GT priced from £82,185.

Deliveries will start this autumn and two versions will be offered, with the only difference being their seating layouts. For an extra £1,000 over the standard seven-seater, the £83,185 six-seat variant includes more indulgent captain's chairs in the second row, with full electric adjustment and a pass-through to the third row.

Underpinning the EV9 GT's upgrades is a big power boost to 501bhp, generated by two electric motors. There is a 214bhp front unit and a 362bhp rear motor, with total peak power providing that combined figure. This is a 122bhp increase over the existing dual-motor GT-Line car, and provides a 0-62mph time of 4.6 seconds.

The GT's battery pack is the same 99.8kWh, 800V unit as in the standard long-range EV9 model. This allows ultra-high-speed charging at more than 200kW, which will top up the EV9 GT's battery from 10-80 per cent in 24 minutes.

TOP SPEC
Adaptive dampers and an upgraded virtual gearshift set-up that mimics a V6 engine and eight-speed gearbox are fitted to the EV9 GT

Genesis GV60 to get bigger battery as part of updates

GENESIS has announced a revised version of the GV60, with sharper styling, a bigger battery, an updated interior (although the crystal-ball gear selector, pictured below, remains unchanged), a 27-inch touchscreen and up to 348 miles of range.

The 77.4kWh battery is replaced by a bigger 84kWh powerpack – as used in the Hyundai Ioniq 5 and Kia EV6.

The GV60 will be available with either rear or all-wheel drive, with range-topping dual-motor versions able to reach 62mph in four seconds exactly. The GV60 also still features a not-so-secret Drift mode, while Genesis has added a new 'virtual gear shift' (VGS) feature that's designed to replicate the sound and feel of a combustion engine and eight-speed automatic transmission.

The redesigned front bumper looks more aggressive, featuring pronounced air intakes and accents on either side of the slimmer front grille, but the tweaks have also made the car more aerodynamic – helping to boost the car's range.

Genesis's signature split headlights now incorporate 'Micro Lens Array' technology that offers better performance and light control.

There are also new 20 and 21-inch alloy wheel designs, and the side skirts and wheelarch cladding are now body-coloured. Order books are due to open and pricing will be announced on 1 July.

DISTINCT LOOK
The Trophy is offered in two colours: Keswick Green and Sandglow Yellow, as seen here

OFFICIAL

Adventure theme for Defender special

Land Rover's rugged Trophy models aren't lacking in exclusivity

Jordan Katsianis

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BUILDING on the Land Rover Defender's recent suite of subtle updates, the British brand has revealed a new version of the 4x4 that celebrates the 'epic adventures' possible from behind the wheel. Formally called the Land Rover Defender Trophy Edition, this high-spec model will offer a range of bespoke styling elements, plus a choice of accessories that promise to be as useful on an expedition to the Sahara desert as on a trip to your local garden centre.

The Trophy Edition's changes start with the option of two unique colours: Keswick Green and Deep Sandglow Yellow. These are complemented by gloss black highlights across the bonnet and lower bodywork, plus a unique styling treatment on the front and rear skid plates, wheelarch extensions and 20-inch wheels. Those wheels are fitted with standard all-terrain tyres.

The big alloys are part of a series of range-wide upgrades, to clear the larger brakes on high-powered models – allowing buyers to combine the rugged, utilitarian look of steel wheels with a high-specification powertrain.

On that note, the Trophy will be offered as a P400e plug-in hybrid or D350 diesel.

Land Rover has also revealed an optional curated accessories package will be available, which includes a rugged roof-mounted carrier, fold-down ladder, externally mounted 'gear carriers', mud flaps and a snorkel. This is capped off on all models by bespoke graphics and decals in a matching shade.

Inside, the exterior paint colour is also applied to the steel back-plate mounted on the dash. This is the first time Land Rover has offered a coloured option for this beyond the standard white, grey and black. However the rest of the cabin is more restrained, featuring high-spec black Windsor leather trim alongside the 2026 model's upgraded infotainment system.

The Trophy Edition is available to order now with prices starting from £82,900 for the P400e, plus £4,995 for the optional accessories pack, with the diesel-engined model carrying a £1,915 premium.

Land Rover has not said the Trophy will be sold in restricted numbers, but it will only be available for a limited time.

Body-coloured highlights are a feature of new Trophy's interior

Honda Super EV conce

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REVEALED Successor to the Honda e will be unveiled at the Goodwood Festival of Speed

HONDA has confirmed it will reveal its Super EV concept at the Goodwood Festival of Speed in July. The small, city-focused electric car is the successor to the company's slow-selling Honda e.

Little is known about the Super EV at this stage, but it fits neatly with our scoop from this year's Consumer Electronics Show (CES) in January, when we reported on Honda's plans to launch a replacement for its now-defunct electric city car, which was removed from sale in 2023.

At the time, Honda's global head of electrification business development, Katsushi Inoue, told us the firm was "at the development stage" and that "eventually, in the future, [Honda] will talk about smaller vehicles".

It turns out that the "future" is actually now, because just six months on from CES, Honda is gearing up to show its take on the next-generation small car. Dubbed Super EV, the concept will eventually appear as a small electric city car to rival mainstream models such as the latest MINI and Fiat 500e, as well as budget newcomers including the BYD Dolphin Surf and Citroen e-C3.

So far, Honda has issued a single image of the new car driving across London's Westminster Bridge. It's heavily camouflaged, but the upright stance gives the model a kind of Kei-car-like appearance. It's not yet clear whether the dimensions would fit that bill, but either way, the Super EV is expected to have a tiny footprint, not dissimilar to the discontinued e.

Other design features include round headlights inspired by 2023's Honda Sustaina-C concept, plus a bluff front end and an offset charging port. As is often the case with cars designed to sit on dedicated EV platforms, the wheels have been pushed right out into the corners, providing a relatively long wheelbase to the benefit of those inside.

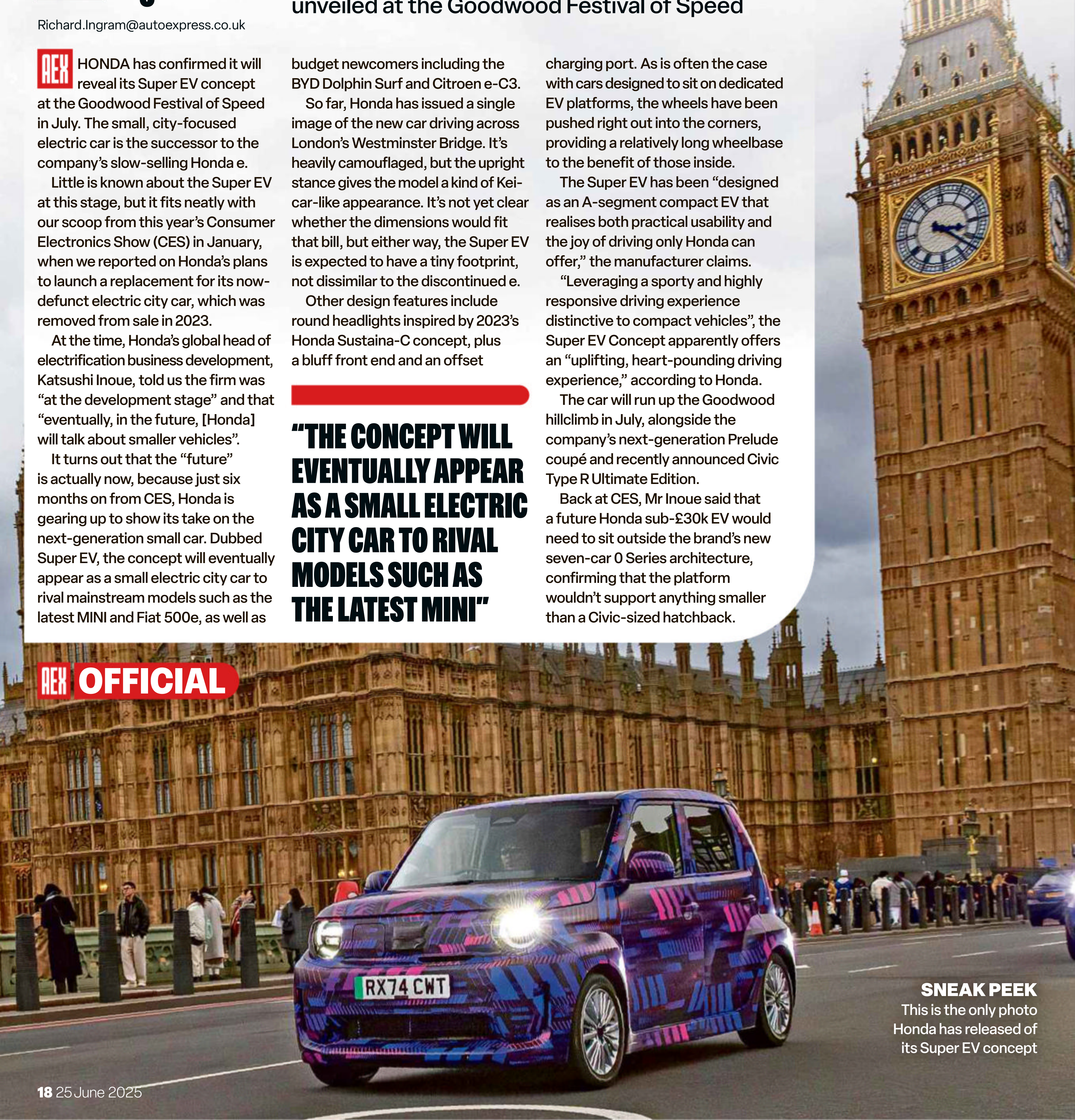
The Super EV has been "designed as an A-segment compact EV that realises both practical usability and the joy of driving only Honda can offer," the manufacturer claims.

"Leveraging a sporty and highly responsive driving experience distinctive to compact vehicles", the Super EV Concept apparently offers an "uplifting, heart-pounding driving experience," according to Honda.

The car will run up the Goodwood hillclimb in July, alongside the company's next-generation Prelude coupé and recently announced Civic Type R Ultimate Edition.

Back at CES, Mr Inoue said that a future Honda sub-£30k EV would need to sit outside the brand's new seven-car 0 Series architecture, confirming that the platform wouldn't support anything smaller than a Civic-sized hatchback.

> **"THE CONCEPT WILL EVENTUALLY APPEAR AS A SMALL ELECTRIC CITY CAR TO RIVAL MODELS SUCH AS THE LATEST MINI"**



SNEAK PEEK This is the only photo Honda has released of its Super EV concept

ept teases ‘fun’ city car

“THERE COMES A TIME IN ONE’S LIFE WHEN ONE KNOWS THE JOB IS DONE”

LUCA DE MEO Outgoing Renault CEO

Renault boss resigns after incredible brand turnaround

LUCA de Meo, the Italian CEO credited with reviving Renault from deep financial and strategic trouble, will step down next month after five years at the helm.

The announcement follows a dramatic turnaround in fortunes for the firm, which posted a 7.3 billion-Euro loss in 2020, as de Meo took charge. In February 2025, the company reported the highest profits in its history.

In a statement, de Meo said: “There comes a time in one’s life when one knows the job is done. We faced immense challenges in less than five years and achieved what many thought impossible.”

His resignation, while unexpected, comes as de Meo is reported to be joining French luxury group Kering, owner of fashion houses such as Gucci and Saint Laurent. Renault’s shares dipped more than 8 per cent following the announcement, while Kering’s stock rose.

De Meo’s tenure at Renault was marked by reshaping its product line-up, aggressive electrification and a focus on brand value. He approved the reinvention of icons such as the Renault 5 and 4 as electric vehicles. The first car of his era was the 2022 electric Megane, which he pumped up with sportier styling and bigger wheels.

He also accelerated development times, engineering next year’s Twingo EV in just two years. The gamechanger was establishing the Advanced China Development Centre, which recruited homegrown talent to teach Renault new processes and fast decision-making to help compete with Chinese car makers’ ultra-rapid EV development.

Strategically, he steered Renault into several high-impact alliances. He partnered with Geely to launch Horse Powertrain, a joint venture that pooled internal-combustion engine and hybrid development resources – a move aimed at reducing legacy costs while serving markets slower to transition to EVs. And de Meo repositioned Renault for the software-defined car era, including a partnership with Google to integrate Android-based operating systems.

De Meo also pushed for the rebirth of sub-brands, notably Alpine, Renault’s Formula One team and performance specialist. Alpine is being transformed into a fully electric brand, with models such as the A290 hot hatch and A390 crossover hitting the market, ahead of an electric successor to the A110 coupé and a new V6 hybrid hypercar.

An advocate for affordable mobility, de Meo has also called on policymakers to rethink regulations that make small cars less viable, with prices being disproportionately impacted by emissions and safety rules.

296bhp hot hatch will be manufactured in Derby next year

UK-built GR Corolla should arrive in British showrooms

TOYOTA is lining up its rally-bred GR Corolla for UK launch in the next 18 months, with the four-wheel-drive hot hatch expected to join the much-lauded GR Yaris on UK roads.

The Japanese brand has confirmed that the 296bhp Corolla will enter production at its UK plant in Derby next year to address global waiting lists. It is yet to say if the car, currently only built in Japan, will be sold in Europe.

But, speaking exclusively to Auto Express, Toyota’s European chief operations officer, Matt Harrison, dropped hints that British hot hatch fans won’t be disappointed. “We have a philosophy that you build where you sell, so to build in Europe and not sell in Europe would be counter to that,” he said. “The gap between supply and demand is now, so it’s about how quickly we can get it. We need to act fast”.

Secrets of 1,250bhp ’Vette ZR1X revealed by Chevrolet

CHEVROLET has confirmed details of the powertrain in its new ZR1X, the most powerful Corvette ever.

Its hypercar-baiting 1,250bhp comes from a hybridised set-up that combines a twin-turbocharged V8 engine and an electrified front axle. The engine features cutting-edge motorsport tech, while the front axle incorporates a 186bhp electric motor and a compact 1.9kWh battery pack to drive the front wheels completely independently of the rear.

Chevrolet has not finalised performance figures, but suggests that 0-60mph will be possible in under two seconds.

Just about the only number that doesn’t match up to a hypercar is the price, which is $178,195, or £132,243 at current exchange rates.

AUTO EXPRESS

FIRST FOR DRIVES

24 **FORD RANGER PHEV**
Popular pick-up gets a plug

26 **BENTLEY CONTINENTAL GTC**
'Entry-level' cabrio tested

28 **RENAULT SYMBIOZ**
New powertrain for mid-size SUV

Audi A5 e-

Steve Walker

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FIRST DRIVE Fleet-focused A5 PHE
is as well rounded as we've come to

PLUG-in hybrid cars, depending on who you believe, are either a wasteful technological dead-end or a sensible compromise and valuable stepping stone to pure-electric vehicles. The truth, as ever, is more nuanced – but the Audi A5 e-hybrid could actually be arriving at an opportune moment with the future of PHEVs (plug-in hybrid electric vehicles) looking clearer, and brighter.

It now looks like hybrids will remain on sale beyond the 2030 ban on the sale of new petrol and diesel cars, while the efficiency of PHEV tech is on the up, pushing running costs down. It's good news for Audi, as long as its plug-in A5 can elevate itself above rivals such as the BMW 330e and Mercedes C 300 e.

The e-hybrid versions of the Audi A5 sit near the top of the mainstream model range, below the performance-focused S5 variants. The standard 2.0-litre TDI petrol and diesel are nothing special in terms of efficiency, but for around £3,000 more than the equivalent 52mpg TDI you can have a 140mpg plug-in e-hybrid PHEV with an official all-electric range of well over 60 miles. Audi reckons that proposition will net the e-hybrid models around 25 per cent of total A5 sales in the UK.

As always with PHEVs, the caveat is that you have to charge them up regularly to access the best efficiency. The official tests do, however, suggest the A5 will return 43.5mpg on an empty battery. That's a solid showing which addresses a key issue with some older plug-in cars: they become horribly inefficient when the battery is flat. It's also slightly better than the equivalent 40mpg

hybrid

EV doesn't excite, but
expect from Audi

figure achieved by the BMW 330e, or the 37mpg of the Mercedes C 300 e.

The compact executive saloon sector has always been a big favourite with company car users, and even with the growing lure of SUVs, Audi is relying on the A5 e-hybrid to do big business with fleets and salary sacrifice business users. The official WLTP electric range of 67 miles puts the car in the nine per cent band for company car tax payers in 2025/26. The 71-mile Mercedes C 300 e squeaks into the six per cent bracket but pure EVs are taxed at three per cent and so have a powerful pull.

Under the skin of the A5 e-hybrid is Audi's latest PHEV powertrain. That means a 20.7kWh (usable) battery, an electric motor integrated into the seven-speed S-tronic gearbox, and a 2.0-litre TFSI petrol engine. Together they deliver a maximum 295bhp and 450Nm of torque to all four wheels, qualifying all versions of the car to wear Audi's famous quattro branding.

There's no DC rapid charging, unlike in the Mercedes C 300 e, but the e-hybrid can charge from a 7.4 or 11kW AC supply. The latter is rare in the UK but allows a full charge in 2.5 hours, and even 7.4kW should be more than fast enough for easy top-ups while at home or at work.

When you get the Audi on the road, performance is strong and smooth, but not as punchy as the 0-62mph time of 5.9 seconds might suggest. The electronics cleverly juggle the two power sources, so that the transitions between petrol and EV power feel all but seamless.

There's very little noise from the powertrain at low speed, but you can always tell what's going on when bigger throttle inputs are answered either by the whine of the electric motor, or the distant snarl of the turbo. The engine itself revs freely and sounds quite sporty, but pushing it beyond

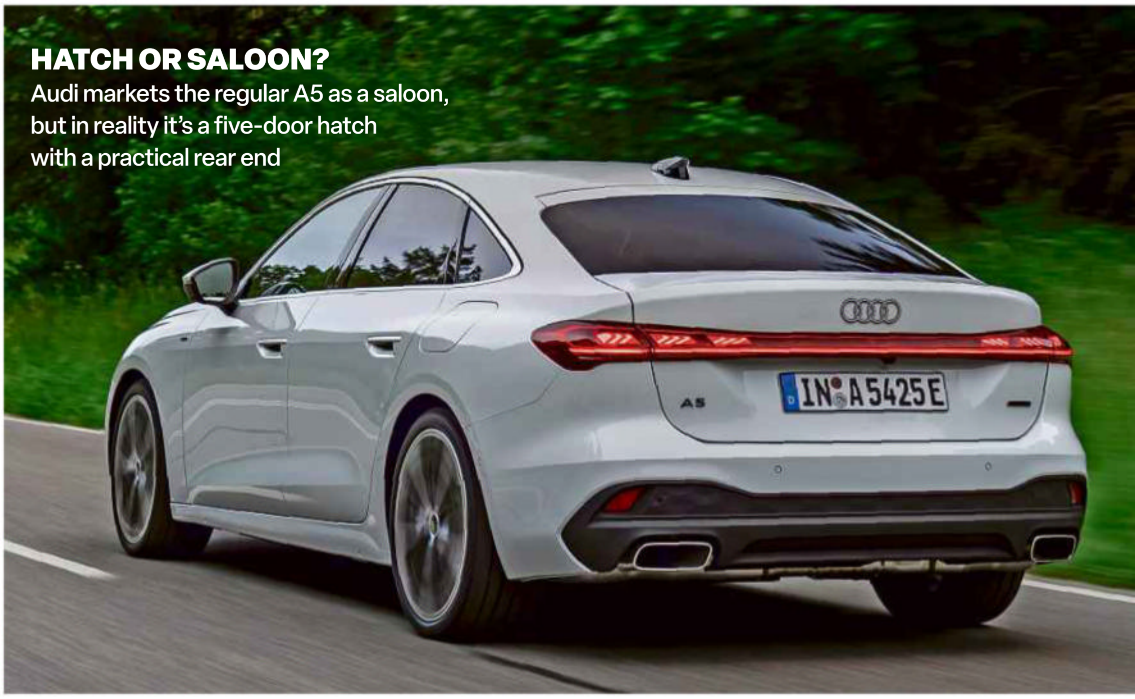
▶

ESSENTIALS

Audi A5 Saloon e-hybrid quattro S line

Price: £53,600 **On sale:** Now
Powertrain: 2.0-litre, 4cyl, PHEV
Power/torque: 295bhp/450Nm
Transmission: Seven-speed automatic, four-wheel drive
0-62/top speed: 5.9 seconds/155mph
EV range: 67 miles
Economy/CO2: 141mpg/46g/km
Size (L/W/H): 4,835/1,860/1,461mm

DESIGN
Audi has played it safe with the A5's styling, but it's all very neatly executed, as is customary for the company



HATCH OR SALOON?
Audi markets the regular A5 as a saloon, but in reality it's a five-door hatch with a practical rear end

6,000rpm isn't really what the A5 e-hybrid is all about, nor will it help efficiency.

Indeed, the neatest part of the A5 PHEV's set-up is the intelligent hybrid system. In Hybrid mode, the car assesses driving conditions and navigation data to optimise the mix of petrol and electric power, plus energy recuperation from the brakes, for the best possible economy. You can set the amount of battery charge you'd like to keep in reserve and the system will avoid dipping into it to retain EV-only miles when you reach your destination.

In EV mode, the A5 e-hybrid will do its best to use electric power only, although a sharp stomp on the throttle will bring the petrol motor into play. In this setting, the steering wheel paddles no longer control the gears as the do in Hybrid mode. Instead, they govern the strength of the regenerative braking, like on a pure EV. Even the maximum strength doesn't slow the car that sharply, however.

The A5, in effect, replaces the old Audi A4, with the previous-generation A5 coupé and convertible models disappearing from sale. The so-called 'saloon' version isn't actually a four-door car, with Audi sensibly opting for a more practical five-door hatchback shape that's also larger in all the key dimensions. It's a confusing range, admittedly, but there's still an Avant estate option.

What you get from this A5 is a roomier car than we're used to in the compact executive class. Rear legroom is good, although headroom might be an issue for taller passengers. In the front, the car feels even more spacious, adding to its pedigree as a long-distance mile-muncher.

It's very classy in terms of the quality of the design and materials, with two large display screens curved round in an arc ahead of the driver. The graphics are clear and crisp but, as is often the case, the menus take a bit of familiarisation. At least there's a physical volume control knob and plenty of steering wheel buttons. You get a nicer steering wheel with the S line cars and above, which is far better to hold than the overly large standard one. In both cases, however, it's far too easy to accidentally press buttons while turning the wheel.

Boot space under the hatchback rear isn't particularly impressive, either, at 417 litres. It's the same as in the diesel A5, which also has quattro all-wheel drive, but is down on the front-wheel-drive petrol car's 445 litres, and worse than the BMW 3 Series and Mercedes C-Class.

The Avant estate offers 448 litres in e-hybrid quattro form or 476 litres in non-quattro petrol models. It means you aren't gaining as much as you'd expect in terms of practicality by choosing that bodystyle - especially now the 'saloon' is a hatchback, but there's no denying that the Avant is an extremely elegant car.

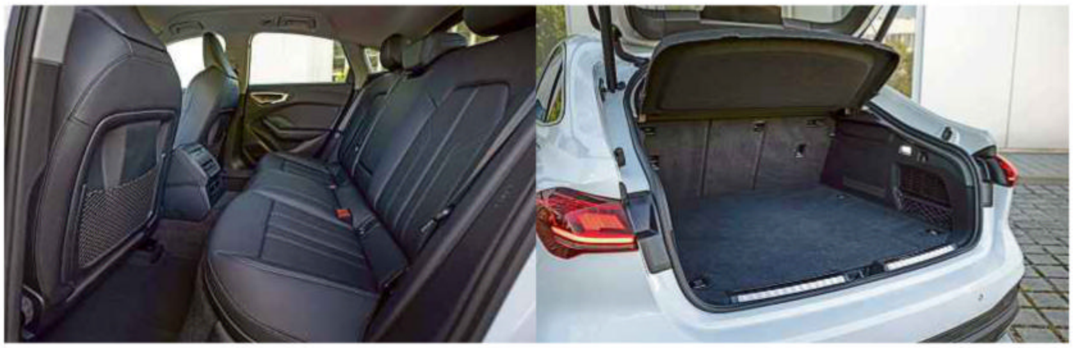
Prices start from under £49,000 and the A5 e-hybrid models are offered in Technik, Sport, S Line and Edition 1 trims. The Avant estate costs £1,900 more than the five-door across the range. That positions the e-Hybrid within about £2,000 of both its Mercedes and BMW rivals.

ON THE ROAD
The A5 is a refined and relaxing car to drive, but in e-hybrid form it's not especially lively or dynamic

"The neatest part is its intelligent hybrid system, which assesses driving conditions to optimise power delivery

VERDICT ★★★★☆

YOU need a car with a plug of some sort if you want to control your company car tax bill these days, and the e-hybrid models fill that role within the Audi A5 range. The brand's new-generation PHEV technology combines its petrol and electric power sources well and slots into the A5 to create a high-quality, comfortable and relaxing compact executive car. It beats its key rivals for efficiency in most areas, but isn't the most rewarding car in the class to drive.



PRACTICALITY Rear legroom is generous, while the boot space on the hatch is impressive – so much so that it almost matches the luggage capacity offered by the Avant estate up to the parcel shelf

A5
IN A 5425 E

Ford Ranger PHEV

FIRST DRIVE Taxation changes for double cabs mean a plug-in hybrid joins the Ranger line-up – and it's a convincing package

Dean Gibson

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AS it stands, there's not much wrong with the Ford Ranger, but changes in legislation mean that this big-selling pick-up is in need of a revamp to keep pace with buyers' needs. Emissions are now an important factor when it comes to business taxation, and the arrival of the new Ranger PHEV will be the perfect option for those keen to keep their contributions to the taxman as low as possible.

From the outside, not a lot looks different, although the new Stormtrak specification is exclusive to the PHEV model (which also comes in XLT and Wildtrak trims). Chill Grey is a cool blue hue that's unique to the Stormtrak (black is also offered), and there are standalone wheel designs to mark out the petrol-electric model. It also has the option of a sliding sports bar that allows racks to be attached above the cargo bed, while Ford's PRO Power system means users can connect any device with a three-pin plug to the truck's drive battery – which could come in handy for anybody wanting to take the Ranger off grid.

The other visual clue to the alternative powertrain is the fact there are two filler flaps on the nearside rear wing. One (the one with a lightning bolt set into it) pops open to reveal the charging port for the battery, while the one ahead of it is the traditional fuel filler, which is released with the push of a button on the dashboard.

These are used to refill an 11.8kWh battery and a 70-litre fuel tank respectively, with the latter supplying a 2.3-litre turbocharged four-cylinder that we've seen previously in the UK in the Ford Focus ST and RS, as well as the Mustang. The set-up in the Ranger PHEV makes 277bhp and 697Nm of torque, so the plug-in model is second only to the petrol Ranger Raptor for power. Ford's familiar 10-speed automatic gearbox is fitted as standard. There's a 0-62mph time of 9.2 seconds, while the Ranger PHEV also boasts a towing weight of 3.5 tonnes and a payload of more than a tonne, so there are no compromises there when compared with the diesel versions.

One area where there is a bit of trade-off is with the load bed, because there is a subtle rise in the floor that is designed to help accommodate the drive battery. That means cargo volume isn't quite a match for the diesel Ranger, but it's not far behind.

Yet this might be a small enough price to pay for business users looking to cut their outgoings. Previously, double-cab pick-up trucks faced a flat rate of Benefit-in-Kind taxation (currently set at £3,960pa for vans weighing less than 3.5 tonnes), but now the rates are calculated based on CO2 emissions. Seeing as diesel double cab pick-ups are quite heavy polluters, that places them in the top emissions-based category for BiK at 37 per cent. For top-rate earners, that means tax bills in the region of £7,000 for a diesel Ranger Wildtrak. The 71g/km emissions of the PHEV mean costs are slashed to £4,600 a year.

So, that's the reason for introducing the Ranger PHEV, but what's it like to drive? In brief, pretty much like any other automatic Ranger. The combination of electric motor and petrol engine is good, with the former delivering instant responses while the engine gets up to speed. The petrol engine is reasonably hushed and distant when it does cut in, too. The powertrain is decent, with no real shunt between drive sources, plus the brakes are positive, with plenty of stopping power.

In the corners the Ranger suffers in terms of weight, but while there's some body roll, it's no worse here in the heavier PHEV than in the standard car. The ride is pretty compliant, too, although the slow steering and a slightly bouncy edge at higher speeds means the Ranger could be a bit more comfortable. But the same is true of a lot of supposedly family-friendly SUVs.

The usual suite of drive modes is selectable via the push-button controls down behind the drive selector, including an EV button that allows you to either drive the PHEV in standard hybrid mode – switching between power sources as the electronics see fit – switch to silent EV running, save the charge for later, or recharge the battery using the engine while on the move. We wouldn't say the latter is particularly economical, but it can give you some extra charge if you need it.

ESSENTIALS

Ford Ranger 2.3 EcoBoost PHEV Stormtrak

Price: £49,800 (ex.VAT) **On sale:** Now
Powertrain: 2.3-litre 4cyl petrol PHEV
Power/torque: 277bhp/697Nm
Transmission: 10-speed auto, four-wheel drive
0-62/top speed: 9.2 seconds/TBC
Electric range: 25.5 miles
Economy/CO2: 94.2mpg/71g/km
Size (L/W/H): 5,370/2,015/1,878mm

READY
0
EV Charge
Battery charged by engine
PRNDM

DRIVE MODES EV system has four settings – hybrid, fully electric, battery save and battery charging – while on the move

> "Ford's PRO Power system allows you to connect devices with a three-pin plug to the battery"

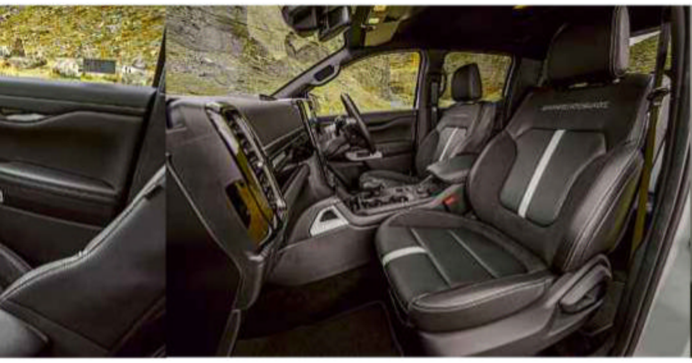
We also tried the Ranger PHEV off road, where it proved to be just as adept as the standard model. That means the long wheelbase struggles a little with a series of ruts that can see the side steps scrape the ground, but otherwise the pick-up is surprisingly capable. There's something eerie about driving an electric 4x4 in virtual silence, only hearing the surrounding countryside crack and scrunch as you drive through. The Ranger's standard-fit high-range 4WD and rear diff lock can function while in EV mode, but low-range sees the engine cut in to assist at all times. Either way, the only other limiting factor might be the petrol engine's exhaust, which points down to the ground behind the rear axle, and looks low enough that it might scrape when exiting a particularly steep transition.

RANGER
EJ25 SFU

ON THE ROAD

The Ranger PHEV is little different to drive than diesel models – 277bhp output makes it the second most powerful model in the range

> "The combination of electric motor and petrol engine is good, delivering instant responses"



STORMTRAK
RANGER
EJ25 SFU

PRACTICALITY

Load bay is slightly raised over standard Ranger to accommodate the battery, but it still has a one-tonne payload and can tow up to 3.5 tonnes

VERDICT ★★★★☆

THE Ranger PHEV manages to deliver lower emissions that will benefit business users while still offering all of the cargo-carrying and towing capability that the standard diesel model can offer. For that reason alone the PHEV will be a top choice with buyers, while the Stormtrak trim has some added visual appeal that will draw buyers in.

LUXURY CABIN The GTC is as opulent as its hard-top sibling, with bespoke dials, plus tactile buttons and switches that are effortless to use

ESSENTIALS

Bentley Continental GTC Azure

Price: £265,000 **On sale:** Now
Powertrain: 4.0-litre twin-turbo V8 PHEV
Power/torque: 671bhp/950Nm
Transmission: Eight-speed automatic, four-wheel drive
0-62/top speed: 3.9 seconds/168mph
Economy/CO2: 66mpg/98g/km
Size (L/W/H): 4,895/1,966/1,392mm

Bentley Co

FIRST DRIVE New entry-level V8
W12, as revised drop-top proves

Alastair Crooks

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BENTLEY'S third-generation Continental was launched in 2018 and was given such a major update last year that the firm is calling it "all-new". Whether or not you agree, there's no denying the model has been given a new lease of life.

We tried it in hard-top form last year and came away impressed. There are subtle new design cues, such as the Batur-like headlights that feature 120 individual LEDs – with different styles for the Azure we're testing here and the flagship Speed model. Also helping to keep the GT and GTC looking fresh are new wheel choices, as well as new grille inserts, redesigned exhaust tips and a diffuser.

The Bentley is about the same width as the Aston Martin Vanquish and Ferrari 12Cilindri, but it's longer and taller than both, with incredible road presence. The interior matches the exterior's gravitas, despite staying largely the same as before – it has always been one of the car's highlights.

As ever, the build quality and materials are a real treat. On the Azure's doors there's a new 3D Harmony Diamond leather design, open-pore walnut veneers on the centre console (our car has 'piano' painted veneers), a choice of bright or dark chrome and Nappa leather with 15 colours to choose from. Go for Bentley's Mulliner programme, and there are 46 billion unique configurations. The elegance of the cabin is backed up by the use of physical buttons on the dash, which respond with reassuringly solid damping or a pleasant click.

Some elements are bespoke to Bentley, though others, such as the screen, are shared with the VW Group. The infotainment system is similar to the one found in Porsches, while the driver's display shared its layout with Audi. The Continental GTC's rotating display is a wonder, with three handcrafted dials (a timer, temperature gauge and compass) giving the cabin a timeless feel.

Under the bonnet, the Continental is now only available with a plug-in hybrid V8, with the incredible W12 engine now reluctantly consigned to the history books thanks to its high emissions.

There are two twin-turbocharged 4.0-litre V8s to choose from. The GT we tried last year had the more potent Ultra Performance Hybrid set-up, with 771bhp and 1,050Nm of torque, while the High Performance Hybrid version driven here has 671bhp and 950Nm. Yet even in its less-potent guise, it has 12bhp more than the twin-turbo W12. Like the Ultra

ON THE ROAD Its ride is superb, and the GTC is more dynamic than ever. Styling tweaks include new front and rear lamp lenses and trim level on kickplate (left)

ntinental GTC

3 has more power than the old
more refined and better to drive

Performance Hybrid, this set-up consists of a 187bhp electric motor and an eight-speed dual-clutch transmission, fed by a 25.9kWh battery that allows 51 miles of electric-only range.

There are four drive modes to choose from: B is Bentley's default choice and will mix petrol and EV power for efficiency, while Comfort does what it says on the tin. Custom can be set by the driver.

In Sport mode, the Continental provides a different driving experience. The characterful V8 is ever present, and the gearshifts quicken up while holding revs for longer. Plus, there's four-wheel drive as standard – it doesn't mute the dynamics.

Switch the traction control off and this 2,636kg leviathan is surprisingly good fun, with steering quick enough to work with any loss of grip and an electrically controlled limited-slip diff. Much of this can be attributed to the suspension calibration and 48-volt active anti-roll bars front and rear – improved over the old car with torque-vectoring.

That triple-chamber air suspension system and chassis technology doesn't quite equate to sports car levels of fun, although the Continental GTC isn't just about flowing one corner into the next – you can actually attack bends now.

Yet what really stands out is the comfort, which despite the 22-inch wheels of our test car, surpasses that of the Bentayga and is almost on a par with the Flying Spur. Not only does it smother bumps and ruts, but the roof-down experience is virtually unspoiled by wind buffeting, too.

VERDICT ★★★★½

THE new plug-in hybrid V8 that Bentley is rolling out across its model range feels well matched to the drop-top Continental GTC. The unit is flexible and will excite on an open road, while giving you the rich background sound that you expect of a Bentley. Couple this with the refinement of pure-electric running around town, and the GTC's driving experience provides more rich layers than ever before.

Ellis Hyde

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YOU may assume something is wrong with a car for it to be significantly updated within a year of going on sale. But that's not the case with the Renault Symbioz. The SUV arrived last July, and although it doesn't pull on the heartstrings like the Renault 5, we like its comfortable ride, slick powertrain, spacious interior, Google tech and keen pricing. Despite this, the French marque is defying the adage of "if it ain't broke, don't fix it".

The Symbioz hasn't received any cosmetic work, and the interior is practically identical to before. Which again, is no bad thing. What has changed is under the bonnet. Instead of just Renault's established, but perhaps slightly dated, hybrid powertrain, buyers now have a choice of a simpler 'mild hybrid 140' petrol engine, paired with a six-speed manual gearbox, or a brand-new 'full hybrid 160' that has a bigger, more efficient engine and a larger battery. We've had a go in both.

The introduction of the new entry-level engine has slashed the range's starting price to £27,395 – about £2,000 less than last year, and importantly, over £3,000 cheaper than the most basic Nissan Qashqai or Skoda Karoq. It doesn't manage to pip the Hyundai Kona, though, prices for which get under way at £26,735 – but you can't win them all.

Obviously it can't offer the zero-emissions driving that the full-hybrid version can, but the 138bhp turbocharged 1.3-litre four-cylinder is smooth, doesn't sound harsh even when accelerating hard, and is quiet at a cruise. The 0-62mph 'sprint' takes 11.2 seconds, but it feels quicker in reality.

The motor doesn't need to be worked that hard either, especially around town, where we liked the long travel of the clutch pedal, making it easy to find the biting point in stop-start traffic. The brake pedal, throttle and steering are relatively light, too. The manual gearbox isn't the most precise we've had the pleasure of using, but then again, this isn't a Honda Civic Type R, and it does get the job done.

The new mild-hybrid engine is only offered in base Techno specification, but standard kit still includes a 10.4-inch central touchscreen with Renault's Google-powered OpenR Link infotainment system, plus wireless Apple CarPlay and Android Auto, a 10.25-inch digital driver's display, a wireless charging pad, keyless entry, LED lights and adaptive cruise control. A reversing camera also features, but the picture quality is poor.

While the new base model, with its attractive price, might increase the Symbioz's appeal among budget-conscious customers, Renault expects most buyers to choose the full hybrid, which costs from £29,795. It produces 158bhp from a new 1.8-litre four-cylinder engine (supposedly the most efficient naturally aspirated petrol unit in Europe) and two electric motors – there's a 48bhp e-motor that can drive the front wheels, plus a 20bhp starter-generator to help fire up the engine.

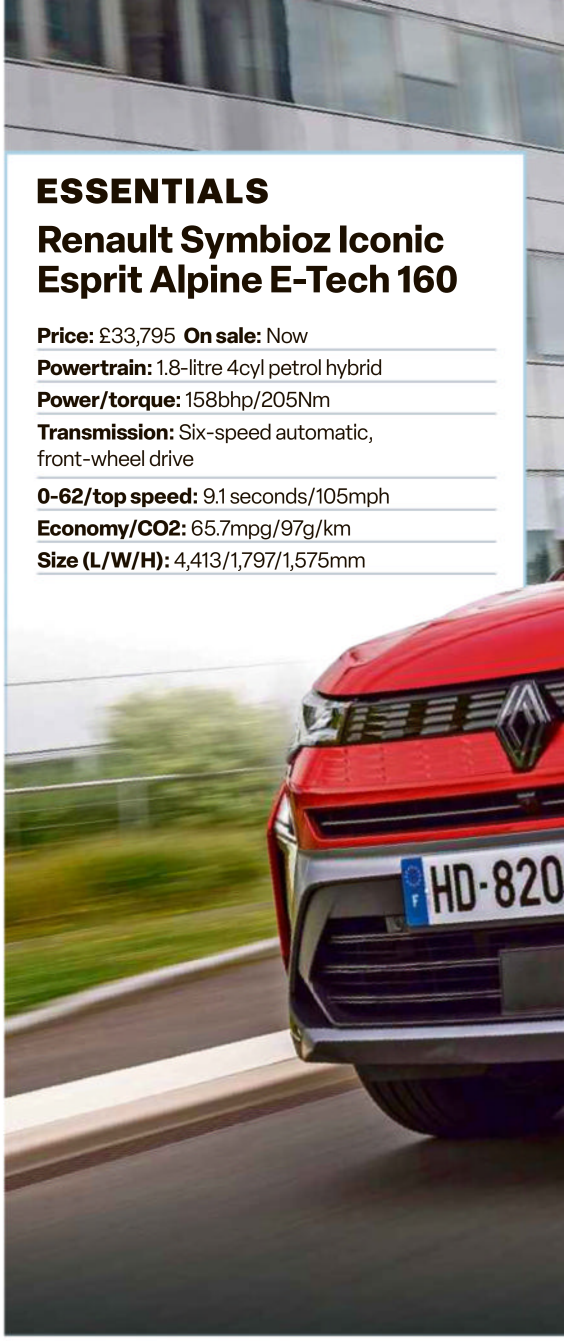
"At £27,395, the entry-level Symbioz is £3,000 cheaper than the most basic Qashqai"

The motors are fed by a 1.4kWh battery – an increase on the old 1.26kWh unit – that helps improve fuel efficiency and emissions. Meanwhile, its clutchless automatic transmission has been upgraded to deliver smoother changes.

We never thought the Symbioz was painfully slow, but the tweaks have whittled the 0-62mph time down to 9.1 seconds, and increased the towing capacity from 750kg to 1,000kg.

It always starts up and moves away on battery power, and acceleration away from traffic lights is

PRACTICALITY
Cabin has seen no major revisions, which means good levels of comfort all round, generous rear legroom and a 624-litre boot



ESSENTIALS

Renault Symbioz Iconic Esprit Alpine E-Tech 160

Price: £33,795 **On sale:** Now
Powertrain: 1.8-litre 4cyl petrol hybrid
Power/torque: 158bhp/205Nm
Transmission: Six-speed automatic, front-wheel drive
0-62/top speed: 9.1 seconds/105mph
Economy/CO2: 65.7mpg/97g/km
Size (L/W/H): 4,413/1,797/1,575mm

Renau

FIRST DRIVE A pair of hybrid eng

“The transition between petrol and electric is almost undetectable and regenerative braking feels natural”

lt Symbioz

gines make Renault’s already impressive SUV even better

quite punchy. The transition between petrol and electric power is almost undetectable, and the regenerative braking feels natural.

The benefits of the upgrades only start to really show when you hit the open road. This is a car that likes to go at its own pace and, as with other hybrid SUVs, can be relaxing when you’re gentle with the throttle. But put your foot down when joining the motorway, for instance, and there can be a small delay before the Symbioz starts accelerating.

Once at cruising speed, the gearbox shifts a lot more quickly than it ever has in Renault’s other hybrids. This means the engine quietens down more quickly, too. We also noticed it was cruising on just the e-motor at times, indicated by a small green ‘EV’ symbol in the corner of the driver’s display. And of course, the Symbioz features Renault’s simple but brilliant ‘My Safety Perso’ button on the dashboard that, with just two quick presses, activates a personalised mode for the ADAS suite that takes care of various binging and bonging.

VERDICT ★★★★☆

THE changes that Renault has made to its handsome family SUV aren’t transformative, but it didn’t need much updating. Cash-savvy buyers will be drawn to the new, back-to-basics mild-hybrid model, which undercuts key rivals by a good margin, while revisions to the hybrid version make it more relaxing and an easier choice for buyers than ever.

TECHNOLOGY
We’ve always been fans of Renault’s Google-based in-car tech and the latest generation used here is excellent. But the poor picture quality from the rear-view camera is disappointing

Phil McNamara

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LOTUS is a test case on how hard the road to electric motoring will be. The legendary British sports car brand has introduced two impressive clean-sheet EVs – the Eletre SUV and Emeya saloon – in just over a year, yet its petrol-powered, mid-engined Emira sports car almost matches their sales volume.

Then there's the power of politics to make life hard for the car industry. Tariffs are impacting Lotus exports from China, while US President Trump rolls back American EV incentives and Prime Minister Keir Starmer moves in the opposite direction by reconsidering a 2030 ban on UK sales of new combustion cars.

Given the climate, you'd understand if Matt Windle, vice president and managing director of Lotus, passed over the chance to add Europe's commercial performance to his responsibilities. Instead, the laid-back Lotus leader is "excited" about his broader remit.

Before Chinese auto group Geely – Lotus owner and also custodian of Volvo, Polestar, Smart (in a joint venture) and a number of domestic brands – initiated the brand's growth spurt, Windle told us Lotus was a "sleeping giant". What is it now?

"It's waking up, it's coming out of hibernation," he tells us. "We are starting to [realise] the opportunity we have. We've got the best products in our history, for technology and for quality. And [Lotus's] global volume is higher than ever."

Lotus delivered 12,134 cars last year, with the lifestyle EVs accounting for 57 per cent of that total. But the ambition is far higher, especially with Lotus's Wuhan factory in China having a 150,000-unit capacity. Isn't Windle a bit frustrated by the slow growth?

"Is it quick enough? No, but I've learned to be patient. The time for impatience is when people don't do what they say they'll do." With commendable understatement, he continues: "There are a few external aspects that have had an impact: [sluggish] economies, wars and tariffs – and a lot of them you couldn't have predicted."

He points out that deliveries in 2024 climbed 74 per cent on 2023's, and are in another league compared with the 1,710 cars that Hethel (the Norfolk sports car factory) assembled in 2021 – the last year of the Elise, Exige and Evora.

Hethel is also home to production of the Evija, the extraordinary hypercar that kicked off the Vision80 plan to transform Lotus from threatened motor industry minnow to premium luxury electric player by 2028. Getting the four-motor, 1,973bhp monster into production has caused a huge headache for Lotus, with engineering sign-off running years behind schedule and the model proving a tricky sell in a tough economic climate – just like its fellow electric hypercars from Rimac and Pininfarina. The ambition was for 130 units at £2.4million each, but how many orders does Lotus have?

"I'm not going into the numbers," says Windle, politely but firmly. "Do I want more? Yes. And the car is going to be out there this year, in front of potential customers, and people now taking delivery of their cars will be advocates for an incredible product. As with every Lotus, you need to get people to drive it and then they understand it."

What has Lotus learned from the Evija project? "I could write a book on it!" jokes the sports car boss. "Hypercars are very difficult: you're producing a car to operate at extreme performance levels while making sure it's safe." Writing the software to manage the delivery of the enormous 1,704Nm of torque to all four wheels was apparently the biggest challenge.

Being an electric sports car pioneer has clearly given Lotus pause for thought. The Vision80 blueprint announced the Type 135 (all Lotus projects get a sequential 'Type' number), a pure-electric coupé destined to replace the Emira. Full of confidence, Lotus even showed a prototype chassis stacking the batteries in the classic mid-engined position, four years ago. So what's the latest?

"We need to understand where the market is going," replies Windle. "We've got a range out there we're incredibly proud of right now, which will help with the product strategy. [Future planning] is an incredibly difficult job at the moment. As you'd expect, we're working in the background with our R&D team and are looking at the possibilities."

Will it help that Porsche and Alpine should both introduce electric sports cars in the next ▶

MATT WINDLE Vice President/MD, Lotus

> "IT'S WAKING UP, IT'S COMING OUT OF HIBERNATION. WE ARE STARTING TO [REALISE] THE OPPORTUNITY WE HAVE. WE'VE GOT THE BEST PRODUCTS IN OUR HISTORY, FOR TECHNOLOGY, FOR QUALITY. AND OUR GLOBAL VOLUME IS HIGHER THAN EVER."

Sam Philpott

EXCLUSIVE MARKET
Sales of Evija have got off to a slow start, with buyers yet to fully embrace electric hypercars

IS LOTUS'S ELECTRIC REBIRTH WORKING?

Despite huge Chinese investment to electrify Lotus, sports cars still prop up the business. Can it break out of its doom loop?

FROM THE TOP
Our man spoke to Lotus Group Vice President and Managing Director, Matt Windle, about brand's future plans

year or so? "Yes, it does. Relative to those guys we are small, and you need to be absolutely certain there's going to be the market share for it. I think there is – and that we've got to go that way as far as legislation is concerned."

Windle is also reticent about the Type 134, a smaller electric SUV to sit beneath the Eletre, though he concedes it's still an aspiration. The priority is "organic market growth" with the existing cars, though Lotus has confirmed that it will broaden its powertrain line-up with petrol/electric 'hyper-hybrids' to attract more customers.

The Eletre is likely to get the powertrain first in 2026, and its 'hyper' label shows engineers will not compromise on the electric SUV's mighty performance. Parent company Geely is rolling out a new plug-in hybrid system that mixes a 275bhp, 2.0-litre turbocharged petrol engine with a 389bhp front electric motor and 496bhp rear unit: that should be sufficient firepower to eclipse the base Eletre S's 4.5-second launch from a standstill to 62mph.

"The products will be based on the performance where we are now, but then you get that addition of range," says Windle. The Eletre has space for a big battery, and a 500-mile combined range should be possible.

Rolling out hybrids should accelerate Lotus's growth – is 30,000 annual sales realistic?

"It's feasible," muses Windle. "Whether it's achievable is a different matter. It's important that we don't chase [a] number. We need to build the business from the bottom up."

The company – whose operations lost $786 million (£584m) in 2024 – is striving to break even in 2026. The UK and Europe account for 40 per cent of its volume and Windle's growth plan is to look for territorial gaps which could entice new retailers, venture into EV-hungry markets such as the Nordics, and tap the love for Lotus in car-mad countries such as Germany. Likewise, the brand can now enter the corporate market, where tax incentives fuel EV sales.

But the scale of the task is huge: Lotus only has 16 retailers in the UK, and they've needed to develop a new capability of servicing EVs. Our discussion is in HR Owen's flagship Lotus store opposite London's Ritz hotel, and it's heartening to see faces young and old pressed up to the glass, gazing at the green Evija and Type 72 Formula 1 racer from 1975. Windle, ever the car nut, persuaded Classic Team Lotus boss Clive Chapman to let him drive it.

"It was one of my best ever days," he beams. "Clive stood [beside the Hethel test track] and watched me do a lap, get a feel, go a bit quicker. I just felt so engaged with that car. It was the most thrilling but the most nerve-wracking thing ever."

A ground-breaking F1 car couldn't be more distant from the big electric cars flanking it. But if Lotus can inject the passion it triggers into the new portfolio, the brand has a chance.

"Think of the [ageing, niche] cars we had just seven years ago to where we are now as a portfolio," urges Windle. "We're on a journey – and we've already come a long way."

MATT WINDLE Vice President/MD, Lotus

"THE [HYBRIDS] WILL BE BASED ON THE PERFORMANCE WE HAVE NOW, BUT YOU GET THAT ADDITION OF RANGE"

LOTUS
EVIJA

CHANGING PLACES
The Emeya four-door "hyper GT" was a whole new direction for Lotus, after Eletre SUV (above)

MATT WINDLE Vice President/MD, Lotus

> “THINK OF THE CARS WE HAD JUST SEVEN YEARS AGO TO WHERE WE ARE NOW. WE’VE ALREADY COME A LONG WAY”

LOTUS MULLS OVER HYBRID POWER AS IT DEVELOPS SPORTS CAR LINE-UP

Lotus is plotting a raft of developments for its mid-engined Emira, with a combined petrol/electric powertrain among the possible future options

THE Emira is a strong performer for Lotus, accounting for more than 5,000 of the brand’s 12,000 sales in 2024. The firm has just announced the V6 Turbo SE with a revised manual gearbox to boost precision, along with suspension adjustments to improve ride and handling, and a tweaked cooling system that trims weight, plus Racing Line editions with yellow pinstripes and high-gloss black wheels.

But with Lotus slowing down plans for an all-electric, mid-engined sports car, the firm is investigating how to electrify its existing two-seater. “Everything’s possible; we could squeeze [a hybrid] in,” Lotus Europe boss Matt Windle told Auto Express.

Expect a very different approach from the ‘hyper hybrid’ system bound for the Eletre SUV and Emeya saloon, which packs a 2.0-litre turbo engine with high-power standalone electric motors on the front and rear axle.

Given the packaging constraints of the 4,412mm-long Lotus, where every millimetre counts, the Emira is more likely to mirror the Ferrari 296 GTB and McLaren Artura by shoehorning an electric motor between the engine and transmission, boosting power and harvesting some energy for a modest battery.

There’s no word yet on whether the Mercedes-AMG-sourced turbocharged 2.0-litre or Toyota-supplied 3.5-litre V6 could get the hybrid treatment. The very different characters of the four-pot and V6 make for the key customer choice at the moment, because both SE models pack 400bhp. Why, we asked Windle?

“We didn’t want to de-rate any of the power,” grins the sports car boss. “We could have done, but the main driver for the engines was gearbox application, [not] power.” The 2.0-litre comes with an eight-speed dual-clutch set-up for ultra-fast changes, whereas the slightly slower V6 has a manual or six-speed torque converter.

The Emira is available in GT4 racing spec, with more power from the V6, a sequential racing gearbox and enhanced aero. Is this a template for stripped-out, roadgoing Emiras in the image of Porsche’s 718 Cayman GT4? “We’re pretty much at the power we can be on those engines,” counters Windle – unless the hybrid brings an appropriate power boost.

An open-top, like the classic Elise, is likely in time: the chassis was developed with sufficient stiffness.

A convertible Emira would sell well in the US, where Chinese imports of the Eletre and Emeya are non-starters due to tariff barriers. Given that sister brand Volvo has a factory in South Carolina, could Lotus use it to make them in the States? “At the moment, there are no plans for production over there,” says Windle.

MATT WINDLE VP/MD Lotus

> “WE DIDN’T WANT TO DE-RATE ANY OF THE ENGINES. WE’RE PRETTY MUCH AT ALL THE POWER WE CAN BE WITH THEM”

EVIJA

We hit the road (and the trac

Pete Gibson

DRIVING
Tiny steering wheel is intuitive, while forward vision is superb

Alex Ingram

Alex.Ingram@autoexpress.co.uk

TWO thousand and eleven brake horsepower. It's not a figure that we get to throw around often in the pages of Auto Express. It's more common on a review of a 100-foot yacht, perhaps, or a test drive of an earth mover.

But flat-out acceleration in a Lotus Evija doesn't just make it feel like the earth is moving. It's more like a jump into hyperspace. This is an all-electric hypercar with straight-line speed well beyond the Aston Martin Valkyrie, and even fully electric alternatives like the Rimac Nevera.

Taking a look at the Evija's immaculate production line gave us a glimpse of some of the incredible engineering that lifts the car to such a high level. A carbon-fibre tub forms the starting point and in true Lotus fashion, it's lightweight: just 120kg. To this, beautifully crafted double-wishbone suspension is attached, above which sit the inboard coilover units.

At the back, these remain on display behind a small window, where other hypercars might show a glimpse of their engines. Then there are the hydraulic actuators for the retractable rear wing; four of them are fitted, because two wouldn't be enough to cope with the 1,500kg of downforce produced at the car's 217mph limited top speed – a figure that is made possible by the huge underfloor diffuser and dramatic airflow management through the body. All of this is due to the packaging of the electric powertrain; it wouldn't be achievable with a petrol engine.

Where you'd normally expect an engine to be, the Evija has a 93kWh battery pack. Lotus toyed with the idea of mounting it under the floor, but that would have raised its height by 25cm, playing havoc with not only the seating position, but also the spectacular body design. Instead, it sits mid-mounted behind the front seats. It's no lightweight at 740kg, but its location creates a 43:57 weight distribution. All-in, the Evija weighs 1,894kg – about the same as the BMW M4 – but each of the Evija's motors produces about the same power as the M4's straight-six, and it has four of them. For a more hypercar-relevant comparison, the Ferrari F80 has a dry weight of 1,525kg, but has 894bhp less to play with.

The interior is a thing of beauty. A huge carbon-fibre wing spans the space between the pillars of the windscreen, giving a floating effect to the dashboard that allows light to fall into the footwells from above. The wing is dissected by a glossy spine that drops to the floor, on which you'll find functions such as the climate control and starter button. It feels very pared back and minimalist – very much in keeping with the brand's lightweight ethos.

The view ahead is fantastic, with a low scuttle, framed by those curving front arches, uninterrupted by the tiny steering wheel that looks like it's been squashed in a hydraulic press. It's fantastic to hold, though, and the built-in keys for the indicators, headlights and wipers feel intuitive. An enticing red dial adjusts between the five drive modes.

After a brief lap or two in City mode, with 'only' 1,000bhp and 800Nm to play with, we aim for the full 2,011bhp. We stop at the entry to the back straight on the track at the Lotus factory, engage Track mode to access full power, and floor the throttle pedal from a standstill.

Initially, the sensation isn't that different to driving a really rapid EV – yes, it's hugely quick, but not so dramatic off the line. Keep your foot planted, though, and where every other EV tails off, the Evija just keeps getting faster. The front motors are only able to start deploying their full power at around 100mph, at which point the steering wheel starts to wriggle in your hands as the front axle tries to cope with the torque going through it.

The end result? Before we jumped on the phenomenally powerful 390mm carbon ceramic brakes, leaving plenty of room to make the hairpin, we touched roughly 170mph. In just 0.6 miles or so. Gavan Kershaw, the man responsible for developing so many iconic Lotus models over the last 30 years, including the Evija, reveals that on a flying lap he's gone beyond 200mph on that stretch. Yikes. It's mind-bendingly fast, forcing your brain to adjust to things your eyes and body can scarcely believe.

The official stats show how that power is deployed. A 2.8-second 0-62mph time is quick, but more eyebrow-raising is the 0-124mph time. At 5.77 seconds, it means that the Evija takes almost exactly the same time to cover 62-124mph as it does the first half. And it doesn't let off much from there, because 0-186mph takes 9.97 seconds. For context, a Bugatti Chiron takes 13.6 seconds.

The Evija isn't merely a drag race specialist, though – the rest of the package lives up to that monumental shove. Take the aforementioned brakes; adding to the lack of a gearbox and engine

ESSENTIALS

Lotus Evija

Price: £2 million (est) **On sale:** Now
Powertrain: 4x e-motors, 93kWh battery
Power/torque: 2,011bhp/1,704Nm
Transmission: 2x single-speed, four-wheel drive
0-62/top speed: 2.8 seconds 217mph (limited)
Range: 195 miles **Max charging:** 800kW
Size (L/W/H): 4,459/2,000/1,122mm

UNLEASHED

ck) in Hethel's 2,011bhp hypercar – and it's sensational…

Russell Carr, Head of Design for Lotus, and Gavan Kershaw, Director, Attributes and Product Integrity, take us around the Evija's design and engineering. "It's designed to be a statement car for Lotus," Carr tells us, highlighting that a key aim was to achieve class-leading stats, plus the typical Lotus driver involvement

revs to help judge our speed, their huge stopping power meant that it took some time to build up to just how late we could step on that left pedal from huge speeds. Unlike most other EVs, the Lotus has no regenerative braking; the company wanted to ensure that the feedback through the pedal remained as natural as possible.

But true to all the best Lotus models, the Evija is superb through the turns, too. It feels fluid rather than blunt; there's just a subtle hint of body roll to help you judge how the car is moving underneath you, delivering an extra dimension of feedback beyond its superbly communicative steering.

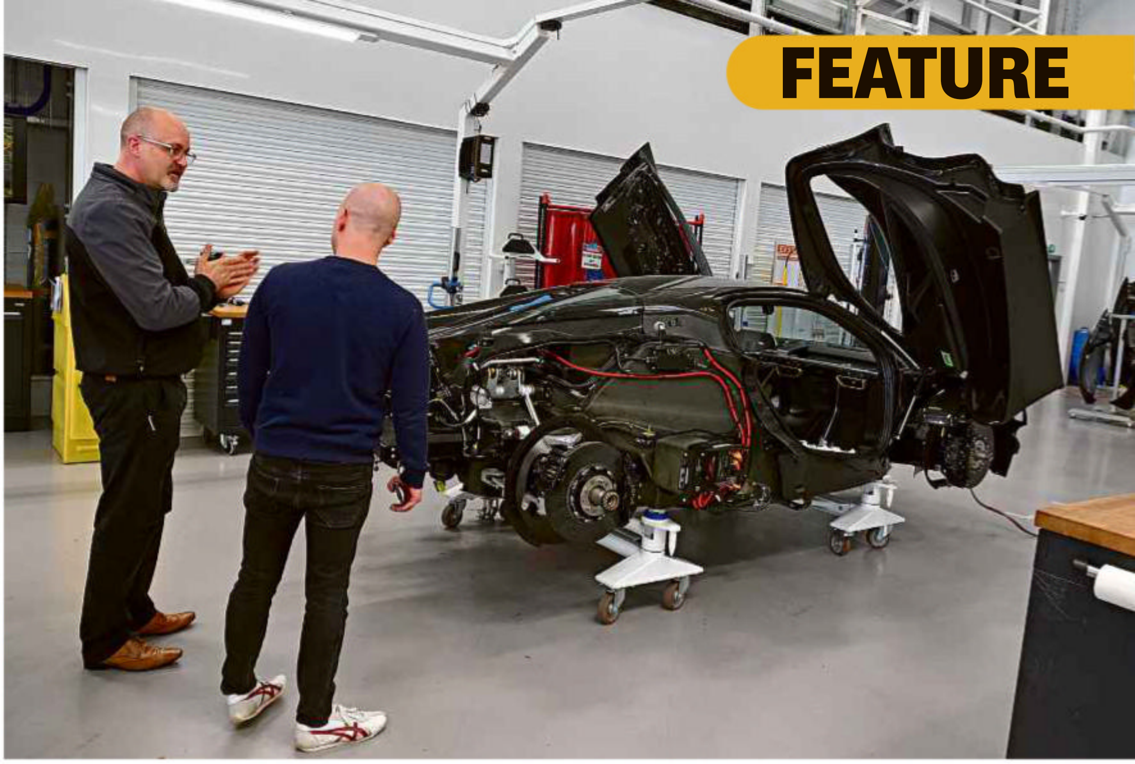
That's a result of Kershaw and his team making sure that the Evija was rigorously tested without any of its stability and torque vectoring systems at first, to ensure that its fundamental balance was right. That's clear in the higher-speed corners where grip and stability are outstanding, while the tech presents itself more on the tighter stuff.

The open hairpin following the back straight is the perfect place to feel the end result; lean on the tyres until the front end starts to reach its limits, and a gentle squeeze on the right pedal sees the motors driving the rear tyres gently push the car through understeer to help you slingshot onto the next straight. It's so subtle that more often than not it feels like the systems are doing barely anything.

With our mind scrambled by the on-track pace, it was time to head out onto the road. And amazingly for a 2,000bhp-plus hypercar, it feels quite easy to live with. The ride has an obviously firm edge, which jostles you around over larger bumps or when leaning on the brakes – there's no denying you're in a serious hypercar, yet it doesn't shake your bones

"KEEP YOUR FOOT PLANTED AND WHERE OTHER EVs TAIL OFF, THE EVIJA JUST KEEPS GOING AND GOING"

BEHIND THE WHEEL
Nothing quite prepares you for the Evija's phenomenal power, but it also has sensational handling



Factory 3 is the location of the Evija's production line. These hand-built, hand-painted creations are beautifully detailed, even under the skin. The current production run is working through the Fittipaldi special editions; eight are being built to celebrate the Brazilian racer's 1972 Formula One World Championship win in the iconic Lotus 72 F1 car

to the core. Think hot hatchback firmness but with more sophistication, and you aren't too far off.

Soundproofing wasn't high on the agenda for Lotus engineers; the whine from the motors and transmission gives a fantastic connection to the car in a way that very few – if any – other EVs can, but you'll also have to live with plenty of road noise. The sweet steering and superb visibility make the Evija a joy even when you're driving slowly, too.

Plus there are other ways in which the Evija is fast. It won't be hard to zap through all of that energy, but it won't take long to replenish. The Lotus can accept a charge at up to 800kW – which will see its 92kWh battery charged in just nine minutes. There is one snag, though – charges that quick don't yet exist commercially. For now, owners have to settle for 350kW, and a 0-80 per cent charge in 12 minutes.

VERDICT ★★★★☆

AS a technical feat, the Lotus Evija is staggering. Straight-line performance is mind-blowing, but the fact that all of its 2,011bhp is usable shows how much credit is due to the engineers who developed the chassis and its various electrical systems. While the Evija has spectacular presence, the question is whether wealthy customers will be willing to sink £2,000,000 into an EV when there are hypercars with spine-tingling internal combustion engines.

LIGHTWEIGHT
In true Lotus tradition, every single component of the Evija is developed with weight savings in mind, from the body shell to minor trim

IT’S HOTTIN

Plug-in hybrid VW Golf GTE takes on a hot hatch rival from an unexpected source: Toyota’s latest Prius

“THE PRIUS HAS TRANSFORMED FROM ITS PREDECESSOR’S SLIGHTLY GAWKY ECO-CAR SHAPE TO SOMETHING THAT LOOKS LIKE IT’S BEAMED IN FROM A JAPANESE ANIME”

G UP

ESSENTIALS

	Volkswagen Golf GTE	Toyota Prius Excel
Price:	£40,140	£40,545
Powertrain:	1.5 4cyl plug-in hybrid, 268bhp	2.0 4cyl plug-in hybrid, 220bhp
0-62mph:	6.6 seconds	6.8 seconds
WLTP efficiency:	196mpg	403.5mpg
Official EV range:	81 miles	44 miles
Annual VED:	£620	£620

GTE
KM74 JTX

Pete Gibson

VOLKSWAGEN GOLF

Can a plug-in hybrid really be a fun option for a true petrolhead?

IS it possible for a plug-in hybrid to be fun? It's a question that any petrolhead with an eye on penny-pinching will be keen to answer. As it turns out, it's only if your budget is limitless that the answer becomes a resounding yes. The Ferrari 296 and McLaren Artura both emphatically prove that petrol and electric can mix to spectacular effect.

But step down the budgetary ladder and things aren't so clear – often the extra weight and complexity of PHEVs makes them feel less pure and thrilling than simpler petrol or even fully electric alternatives.

The maker of the famed Golf GTI clearly knows its way around a hot hatchback, so if anyone can make an engaging PHEV, then we'd put our money on Volkswagen having a better stab at it than most. The latest version of the GTE boasts more power than a GTI, a longer range than ever before, while also addressing some of the previous Golf foibles.

And do not adjust your sets – its competitor here really is a Toyota Prius. The latest model has transformed from its predecessor's slightly gawky eco-car shape to something that looks like it's beamed in from a Japanese Anime. But unlike previous versions, UK buyers get the Prius exclusively with PHEV power. Has that transformed the Toyota into a driver's car, or will VW's hot hatch know-how shine through?

CONTENDERS

Volkswagen Golf GTE

THERE will be plenty of company-car drivers who lust after a Golf GTI, but its high CO2 emissions rule it out of many schemes. That's where the GTE comes in, combining hot-hatch looks with tiny annual Benefit-in-Kind (BiK) deductions. At £40,140, it just undercuts the GTI on price. However, after adding options including leather upholstery with heated and cooled front seats (£2,135), a panoramic sunroof (£1,250), adaptive dampers (£735) and plenty more, the car pictured here costs £48,095.

GY25 FUM
GTE

"THE MAKER OF THE FAMED GOLF GTI CLEARLY KNOWS ITS WAY AROUND A HOT HATCH"

GTE vs TOYOTA PRIUS

Toyota Prius

WHERE once the Toyota Prius was seen as a fairly steady, dependable fuel-efficient hatchback, the fifth-generation model's dramatic new look has the potential to tempt the more style-conscious away from established sporty hybrid options, including the GTE. A list price of £40,545 means the Prius is very similarly priced to its rival. Unlike the Golf, however, there isn't a long options list that causes that figure to spiral; the only extra here is the striking 'Mustard' paint, which costs £655.

NEW CHALLENGER

VW has been making sporty versions of the Golf for decades, but Toyota's Prius has never been a serious rival to the racy GTE until now

GTE
KM74 JTX

HEAD TO HEAD

ON THE ROAD

TOYOTA has judged the Prius's chassis superbly, with a more compliant low-speed ride than the Golf, but with great body control on a twisty road. It's fun, but still impressively refined. The Golf's powertrain offers similar outright performance, but isn't as smooth. However, its optional adaptive dampers are brilliant; the high-speed ride is great in their softest settings and the chassis is sharp in firmer positions.

TECH HIGHLIGHTS

THE GTE's 19.7kWh battery is enough to see it officially cover 81 miles on electric power. Combined with a 108bhp motor and a 1.5-litre turbo petrol engine, there's 268bhp. The Toyota's 149bhp Atkinson-cycle engine is designed for efficiency, and the 161bhp e-motor offers more grunt; combined, they make 220bhp. At 13.6kWh, its battery is smaller, but it still returns a WLTP electric range of 44 miles.

PRICE AND RUNNING

THE GTE's long EV range puts it into the six per cent tax band for company cars. That's three per cent lower than the Prius, which is the difference between annual deductions of £480 a year for the Golf and £727 for the Toyota for a standard-rate income-tax payer. Charge the VW regularly at home and it will be cheap to run, but the Prius is much more fuel-efficient once the batteries have been depleted.

PRACTICALITY

THE plug-in hybrid powertrain compromises the Golf's boot space compared with other non-hybrid Golfs; capacity drops from 381 litres to 273 litres. But the cabin is as spacious as ever. The Toyota's coupé-like profile harms its usability; the roofline makes access awkward in the front, and rear headroom is tight. Yet kneeroom is better than in the Golf, and the 284-litre boot is 11 litres larger than its rival's.

SAFETY

EURO NCAP awarded the Golf family five stars when it was tested in 2022. While the standards have increased since then, so has the VW's standard safety kit; the GTE gets adaptive cruise control, lane assist, a reversing camera and all-round parking sensors. The Prius hasn't been tested by NCAP; the closest car that has is the Toyota C-HR – the pair share a platform and powertrain – and it earned five stars.

OWNERSHIP

VOLKSWAGEN finished 28th out of 32 brands in our 2024 Driver Power satisfaction survey, with disappointing marks for reliability and quality. Toyota didn't quite hit the heights of previous years, but an eighth-place finish remains a strong result. The brand offers up to 10 years' warranty cover, as long as annual services are carried out at an approved dealer. The Golf gets a less impressive three-year package.

THERE are countless examples of how manufacturers have been head-scratching their way towards a performance car that can be fun to drive at the same time as returning low tailpipe emissions.

Whether it's with fully electric or plug-in hybrid cars, clever workarounds are needed to deliver not only exhilarating performance and character in a straight line, but composed handling through bends too – especially when electrically assisted powertrains have to deal with the mass of two separate power sources.

The latest GTE addresses the former by having more power than ever before, while for the latter it borrows tech such as Volkswagen's XDS electronic differential lock and (optional) adaptive dampers.

ENGINES & PERFORMANCE 4.3/5★

VOLKSWAGEN'S first plug-in hybrid powertrain hit the road in a Golf in 2014, and since then the firm has gradually been updating its tech. Its most recent iteration has delivered big improvements – particularly on the electrical side. In the GTE, this takes the form of a 108bhp electric motor, which draws its power from a 19.7kWh battery – larger than the unit fitted to early mass-produced EVs such as the Mitsubishi iMiEV.

This is paired with a 1.5-litre turbocharged direct-injection petrol engine. It's largely related to the units in a regular mild-hybrid petrol Golf, offering up 148bhp and 250Nm on its own. Drive for the petrol engine goes through a six-speed dual-clutch gearbox, and both power sources drive the front wheels. Together, they offer a combined 268bhp – outpunching both the Toyota Prius and Vauxhall Astra GSE – although, at 350Nm, the Golf is 10Nm down on the latter.

The result is sprightly performance. The official 0-62mph time is 6.6 seconds – not far shy of the GTI – and in the real world, the e-motor helps the Golf to feel fairly responsive. However, the engine isn't the most willing or smoothest to engage when asked for a little more oomph; we'd like to see a bit more urgency and enthusiasm from the powertrain of a sporty model. The engine does start to sound a little strained when worked hard, too.

DRIVING 4.1/5★

WHILE there are better options for keen drivers within the Golf's range, the GTE strikes a balance between ride and handling that will appeal to a wide range of buyers. With some specific options selected, it can be improved even further.

AROUND TOWN For the most part, low-speed driving in the GTE is as easy as it is in any other Golf – with the added bonus of silence when running on its electric motor. The car will start like this by default, while the drive-mode menu allows the driver to choose between fully electric and hybrid modes. The ride is a little smoother than in a GTI – helped by its more modestly sized 17-inch alloy wheels.

A & B-ROADS There's plenty of hot-hatch enjoyment to be found with the GTE – at least from a chassis point of view. It's at its best when equipped with the optional Dynamic Chassis Control; the adaptive dampers offer 15 separate settings, which gradually increase their response from an impressively soothing ride to something that, while much firmer, improves body control along a twisty road.

It's not as agile as the lighter GTI – or even the diesel-powered GTD – but the car majors on similar traits of an agile nose with plenty of bite from the front tyres. Thanks to the electronic differential, that grip is still present when jumping on the power through the exit of a corner, with the front axle hauling the car around the turn and onto the next straight with really impressive levels of traction.

MOTORWAY For a car that so many will perceive to be a little on the posh side, not everything in the Golf is as refined as some drivers will expect. Road noise, for example, is a little more audible here than in either the Peugeot 308 or the Toyota Prius. High-speed stability, however, is class-leading, and with the optional adaptive dampers set in one of the softer positions, ride comfort is great, too.

MPG & RUNNING COSTS 4.5/5★

COMPANY-car tax incentives will make the GTE tempting for some, but you need a home charger to make running costs truly tiny.

EV RANGE/ BATTERY/CHARGING As with any plug-in hybrid, the Golf GTE needs regular charging to make the most of its powertrain, and without the ability to charge at home, it's a hard car to justify financially. Charging on even the more affordable public chargers costs a huge amount of money per mile – which renders the ability to rapid charge at up to 40kW a little redundant.

Topping up the battery from empty on a unit capable of 11kW takes two and a half hours. But if you can make the most of low-cost home electricity, the GTE's superb electric range means that many buyers will only us petrol on much longer trips – or when they want to access that full 268bhp.

Officially, the Golf GTE can cover up to 81 miles in EV mode, and that's a figure that doesn't seem overly ambitious based on our experience in everyday driving conditions. Once the battery has been depleted, the fuel

ON THE ROAD
We think the GTE is at its best when the optional Dynamic Chassis Control system is fitted

VOLKSW

Long electric-only range makes

MODEL TESTED:
Volkswagen Golf GTE

PROS

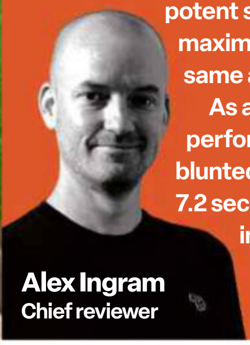
- Great ride and handling
- Brilliant electric-only range
- Low Benefit-in-Kind costs

CONS

- Powertrain isn't as slick as the Toyota's
- Can get pricey with options
- Small boot

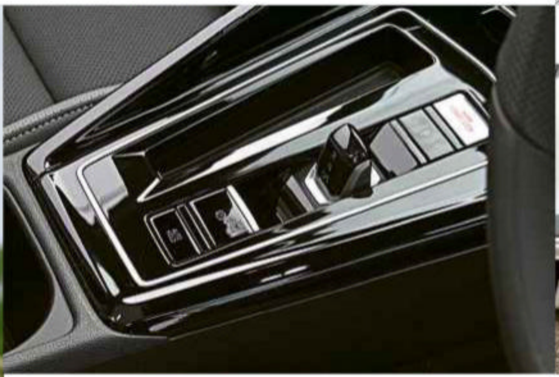
TESTER'S NOTES

IF plug-in hybrid tech appeals to you but you're not in quite so much of a hurry, then the Golf line-up offers another PHEV choice. A 201bhp version of the GTE's powertrain is available lower down the Golf hierarchy; it uses the same 1.5 petrol engine and battery, and while the electrical element is in a less potent state of tune, the maximum system torque is the same as in the GTE, at 350Nm. As a result, the overall performance is only slightly blunted, with 0-62mph taking 7.2 seconds. EV-only range increases to 88 miles, too.


Alex Ingram
Chief reviewer

AGEN GOLF GTE

sporty Golf a top choice for company-car drivers



> "THE GTE STRIKES A BALANCE BETWEEN RIDE AND HANDLING THAT WILL APPEAL TO A WIDE RANGE OF BUYERS"

consumption drops off; a short stint following a drained battery saw mid to high-forties mpg – some way short of what a Toyota Prius can achieve with similar charge.

TAX Benefit-in-Kind (BiK) bandings are the key factor for plug-in hybrids, including the GTE, and that big battery results in a low six per cent rating. Over the course of a year, annual deductions are about as low as it's possible to get while still running a car with the flexibility of a petrol engine.

INSURANCE The Golf GTE sits in insurance group 30. That's one group lower than the similarly priced (and performing) Prius.

DEPRECIATION Holding roughly 44 per cent of its original value over the first three years, the GTE is predicted to depreciate a little more strongly than the mild-hybrid petrol Golfs, but hold its value marginally better than the GTI.

INTERIOR & TECHNOLOGY 3.9/5★

A MID-LIFE refresh has improved the Golf's cabin, but it still doesn't quite live up to the standards of its predecessor when it comes to either perceived quality or ergonomics.

DESIGN The original Mk8 Golf's cabin took a lot of stick from our team of reviewers, and rightly so. There were a few areas where it just didn't hit the mark, and most frustratingly these areas were those that Volkswagen had traditionally been so brilliant at in the past.

Usability was chief among these issues. Where its predecessor had logically laid out switchgear that felt solid and expensive, the Mk8 tried to move forward by transferring many functions onto a touchscreen, and much of what was left was adjusted on touch-sensitive keys elsewhere. In both cases, the end result was fiddly and awkward to use. Worse still, there were some glaring oversights, including the touch-sensitive volume and temperature sliders, which weren't backlit, and were therefore hard to see at night.

The facelift introduced some improvements. The touchscreen became significantly better designed and more responsive, making many functions much easier to use. Steering wheel controls – also previously touch-sensitive – were replaced with physical buttons. These updates have made the Golf GTE less irritating to live with, but it's still not perfect.

QUALITY Another area where this Golf didn't quite hit the mark on its release was build quality. Compared with the earlier versions, the lack of chunky switchgear and more hard plastics covering the dash made it feel like a step back. In terms of the latter, the facelift again improved things and the quality of interior materials took a step up. But we still think that there are too many gloss-black plastics that could be scratched. A Peugeot 308 still feels more expensive to sit in, too.

TECH AND INFOTAINMENT GTEs are packed with tech as standard, such as VW's IQ.Light LED matrix headlights. These have a range of up to 500 metres on main beam.

PRACTICALITY 3.8/5★

FITTING a plug-in hybrid powertrain results in a fairly small boot, although otherwise the Golf GTE still feels well thought out.

FRONT SPACE The steering wheel and the driver's seat have lots of adjustment, and the latter's side bolstering gives plenty of support when cornering, too. The front passenger seat has an Isofix mounting point for a child seat – making three in total, including the two on the rear bench. Storage is in plentiful supply, while details such as carpeted door bins contribute in a small way to a feeling of expense.

REAR SPACE The Golf is still an impressively roomy hatchback. It's not quite the most spacious in any particular direction, but it's very hard to fault for a car of this size. Headroom, in particular, is impressive for the class, but kneeroom is fine, too. It'll even make a decent go of squeezing three people in the back, although the large hump in the floor will force the middle passenger to fight for space with those sitting either side.

BOOT SPACE The need for VW's engineers to find space to package that big battery pack, electric motor and all of the other power electronics systems meant something had to give, and it has – in the form of compromised boot space. At 273 litres, it's a significant 108 litres down on the standard petrol Golf, and even some way off the volume offered in four-wheel-drive models such as the Golf R.

RELIABILITY & SAFETY 3.8/5★

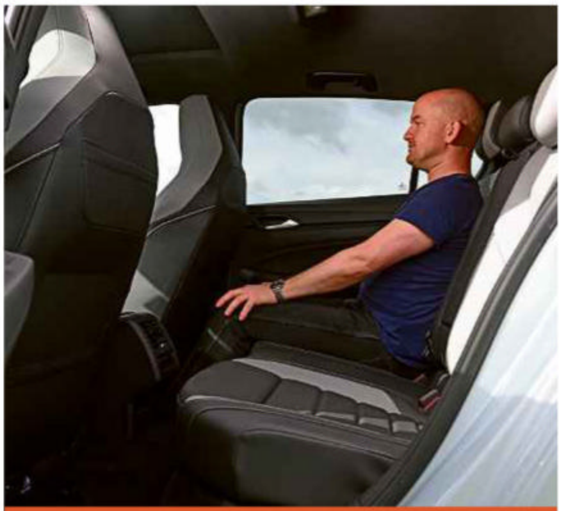
VOLKSWAGEN still has work to do to improve its poor customer perception. In our 2024 Driver Power owner satisfaction survey, it finished in 29th place out of 32 makers. According to our expert data, 23.4 per cent of VW owners surveyed experienced a fault during the first year of ownership – placing it 20th out of those same 32 manufacturers.

Euro NCAP put the latest Golf through its rigorous safety tests in 2019 and reassessed it in 2022 with a more stringent evaluation procedure. In both instances, the hatch was given a maximum five-star rating, although the Honda Civic tested in 2022 achieved

Hello, I'm IDA
ECO
AUTO

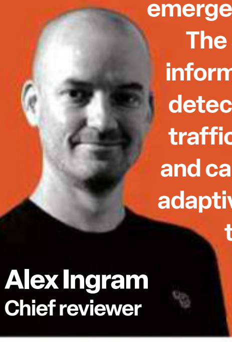
CABIN
VW updated the Golf's interior to address some of the complaints about the original Mk8. It is certainly an improvement

BACK SEATS
Rear space is good. There is room for three people to sit on bench, but tunnel in the floor impacts foot space for the middle passenger



TESTER'S NOTES

CURRENT Golfs, including the GTE, have VW's Car2X driver-assistance system. The tech can wirelessly communicate with other vehicles fitted with the same system, warning drivers of problems, such as vehicle breakdowns, and even cars performing emergency stops ahead, or incoming emergency vehicles behind. The set-up also uses the information it receives to detect when the end of a traffic jam is coming up, and can re-engage the car's adaptive cruise control once the traffic clears.



Alex Ingram
Chief reviewer

INTERIOR
Sporty front seats are supportive and comfortable, but fitting the battery and other PHEV parts means the 273-litre boot capacity is more than 100 litres smaller than you'll find in a petrol-powered Golf

> **"DESPITE A MID-LIFE REFRESH, THE CABIN STILL DOESN'T LIVE UP TO THE STANDARDS OF ITS PREDECESSOR "**

higher scores in the adult, vulnerable road user and safety-assistance categories. The Peugeot 308 only got four stars out of five.

WARRANTY 3.8/5★

VOLKSWAGEN offers a three-year, 60,000-mile warranty with all its new cars. Although this aligns with traditional industry standard cover, it's a little behind some rivals that offer seven-year – or even 10-year, with regular main dealer servicing – warranties. VW does offer extended cover for extra cost, though.

SERVICING 4.0/5★

THE Golf is available with a two-year servicing package for just over £500. The cost of the most basic oil-change service beyond that is around £250, which means three years of maintenance will cost around £750.

THE Toyota Prius is edging ever closer to its 30th birthday, and each year that other manufacturers have tried to catch up, Toyota has continued to refine a formula that has seen the Japanese brand shift more than five million examples since its launch.

For the fifth iteration of the pioneering hybrid, Toyota is looking to tug at buyers' heartstrings, and not just their wallets; in place of the quirky-looking fourth-generation model is a new, stylish design that looks closer to a coupé than a traditional family hatch. That new look has even come at the expense of aerodynamics; despite using active grille shutters and that sleek-looking shape, a drag coefficient of 0.27 is actually higher than the last car's 0.24Cd figure.

ENGINES & PERFORMANCE 4.7/5★

THE Prius's powertrain is the result of constant development of Toyota's hybrid tech, and that progress is clear to see: it's among the slickest systems of its type. The powertrain's electrical side actually contributes more shove to the overall set-up than the 2.0-litre four-cylinder petrol engine; it's 161bhp for the former versus 149bhp for the latter. These two elements never offer up their maximums at the same time, so the overall output is 220bhp. The petrol engine sends its drive through an e-CVT transmission.

Thanks to the generous electric contribution, the Prius feels responsive when moving off from a standstill; it's more like a full EV than many of its hybrid rivals. When the petrol engine does need to help out – whether to charge the battery or to deliver more performance – its engagement is extremely smooth; only a gentle hum lets you know that you've started to burn some petrol.

Many previous Toyota hybrids start to sound a little unpleasant when you ask for full power; their CVT gearboxes cause a drone of revs that feels a little unnatural for anyone used to a conventional auto. However, Toyota has worked hard to banish this sensation.

Firstly, the e-motor makes enough power that the times when you need to work the engine hard are few and far between. Then there's the fact that the petrol motor is fairly well insulated, so even when that drone starts to present itself, it's a fairly distant noise.

Anyone used to a previous Prius will be fairly blown away by the straight-line performance, too. A 0-62mph time of 6.8 seconds is right on the money with the VW Golf GTE, and the initial response from the motor makes it feel every bit as quick as the numbers suggest.

DRIVING 4.3/5★

EVEN the more humble Mk4 Prius returned a fairly impressive ride and handling balance, and this fifth-generation version has improved on that even further.

AROUND TOWN The Prius is a little longer than some of its rivals, which means that it isn't quite able to squeeze into as many tight parking spots, but at least a range of hi-res cameras makes it easy to manoeuvre.

Despite some fairly sizeable 19-inch wheels, the Toyota rides with plenty of composure. It feels fairly smooth at low speeds, with none of the fidget of other rivals on similarly sized wheels. There's clearly sophistication here, which isn't surprising considering that the Prius uses an advanced double-wishbone suspension layout for the back axle.

A & B-ROADS As the speed increases, the Toyota begins to show some impressive body control, too – especially considering that it rides on passive dampers. The suspension remains firm enough not just to deal with road undulations and sharp direction changes, but make the driver feel engaged in the action, too. While the Golf GTE's electronic differential delivers better traction when accelerating out of a corner, the Prius is just as keen to change direction in faster bends.

MOTORWAY That slippery body shape means that wind noise is extremely hushed at higher speeds, but it also means that the one source of rustle – around the door mirrors – is even more noticeable. Road noise is also well contained, so overall the Prius is a very capable and composed cruiser.

MPG & RUNNING COSTS 4.6/5★

SUPERBLY efficient powertrain means that few PHEVs will use as little energy as the Prius. Residual values are strong, too.

EV RANGE/ BATTERY/CHARGING It's when you're crunching the numbers that Toyota's hybrid know-how really comes to the fore. While many PHEVs turn into overweight, inefficient petrol cars once their batteries are depleted, the Prius benefits from decades of petrol/electric experience to balance its power sources as efficiently as possible.

This is why, with minimal home charging of the battery, the Prius could still return an impressive 64.3mpg. If you need the flexibility of a plug-in powertrain due to high-mileage use, there are few, if any, other PHEVs that come close to these levels of efficiency. The Prius can charge at up to 11kW through its Type 2 socket, which means a full top-up of the battery will take around four hours.

TAX For private buyers, the entry-level Design trim will be the model to have, because the

TOYOTA

Brand adds desirability to fuel ef

MODEL TESTED:
Toyota Prius Excel

PROS

- Superb hybrid powertrain
- Impressive efficiency
- Genuine desirability

CONS

- Tight rear-seat headroom
- Driving position won't suit everyone
- Shallow boot

TESTER'S NOTES

WE'VE griped about many new cars' driver-assistance systems, but the Prius has a few more irritations than the average. Speed limit bongs reading incorrect signs and warnings when pulling out of T-junctions are fairly commonplace, but perhaps most irritating is the fact that it can be very tricky to turn these systems off.

Most settings are buried in a sub-menu of the driver's display, and are labelled by abbreviations that aren't that clear or easy to understand. Some rivals make disabling these systems easier than in the Prius.

Alex Ingram
Chief reviewer

PRIUS

ficiency to boost hatchback's appeal

INSTRUMENTS
The digital driver's display sits above the top of the small steering wheel, similar to Peugeot's i-Cockpit layout. Top-spec Excel models get 19-inch alloy wheels

> "DECADES OF DEVELOPMENT MEAN THE TOYOTA PRIUS'S POWERTRAIN IS AMONG THE SLICKEST OF ITS TYPE"

top-spec Excel's starting price of more than £40,000 means it's subject to the 'luxury car' levy on VED charges, which adds £425 a year onto the existing £195 vehicle tax rate from years two to six. The Design trim doesn't have this worry, because it costs less than £40,000.

The PHEV powertrain makes the Prius cheap to run on a company-car scheme – it falls into the nine per cent Benefit-in-Kind band – but many VW Group PHEVs have a longer electric range, which puts them in a lower banding.

INSURANCE Both Prius trim levels are in group 31 – that's slightly higher than the Golf GTE.

DEPRECIATION After three years or 36,000 miles of driving, the Prius is predicted to hold onto almost 55 per cent of its original value. That compares favourably with its closest rivals, the Golf GTE (around 44 per cent) and the Peugeot 308 PHEV (around 49 per cent).

INTERIOR & TECHNOLOGY 4.2/5★

THE quirky yet well built cabin looks like little else in the segment. The unconventional positioning of the instrument panel will mean the layout isn't to every driver's taste, though.

DESIGN Toyota has created a space-age look for its cabin by installing a small steering wheel, whose upper edge sits beneath the main instrument binnacle. It's similar in principle to Peugeot's i-Cockpit layout, and just as in that brand's cars, it's a divisive set-up; some testers got along with the layout just fine, but others didn't take to it at all. It's really worth trying for yourself before buying.

Visibility is a little compromised towards the back, too, where a large pillar restricts the view over the shoulder. The rear window itself is quite small, so there's not too much to see in the rear-view mirror – especially when it rains, because there's no rear window wiper.

QUALITY Toyota doesn't go in for the textured, soft-touch plastics that many European brands tend to furnish their cars with, but look beyond the sea of hard, matt-finish surfaces and the overall fit and finish is very good. Everything feels sturdily put together, and the bulk of the switchgear operates with a solid, well damped response.

TECH AND INFOTAINMENT Prius buyers get a choice of two trim levels. The Design starts off the range, but still has plenty of standard kit, including vegan leather upholstery, wireless smartphone charging, a 12.3-inch infotainment touchscreen and adaptive cruise control.

The Excel model gets 19-inch wheels in place of the Design's 17-inch rims, and adds a powered tailgate, heated and ventilated front seats, a digital rear-view mirror and noise-insulated front windows.

PRACTICALITY 3.9/5★

THE Prius is long and low, and as you'd expect from a car of that shape, legroom is better than headroom.

FRONT SPACE A steeply raked windscreen does wonders for aerodynamic efficiency, but it does present some minor issues elsewhere. Shorter testers found that the shallow angle of the A-pillar, combined with a seat rolled further forwards, created a fairly narrow gap for people to get in; several bumped their heads on the pillar when getting in or out.

Once inside, the Prius is a comfortable place to be. The seats have loads of adjustment, and can be dropped down to a coupé-like position, which helps to make keener drivers feel more connected to the drive. Storage is okay, with two cup-holders in the centre console, a decent-sized bin beneath the central armrest, and a phone holder with USB ports. The door pockets are quite slim, though.

REAR SPACE While front headroom isn't an issue, taller passengers in the back will brush the headlining, especially with the backrests being fairly upright. There is plenty of knee room, however – more than in a Golf or 308 – so shorter occupants will feel very well treated. The centre seat is wide and soft, too.

BOOT SPACE At 284 litres, the boot isn't very big for a car of this size, and while it marginally beats the Golf GTE for overall capacity, both the level of the boot floor and the load lip itself are higher. This means that the volume available is fairly shallow, and therefore not the most versatile for packing bulky items. The load cover feels very flimsy, too.

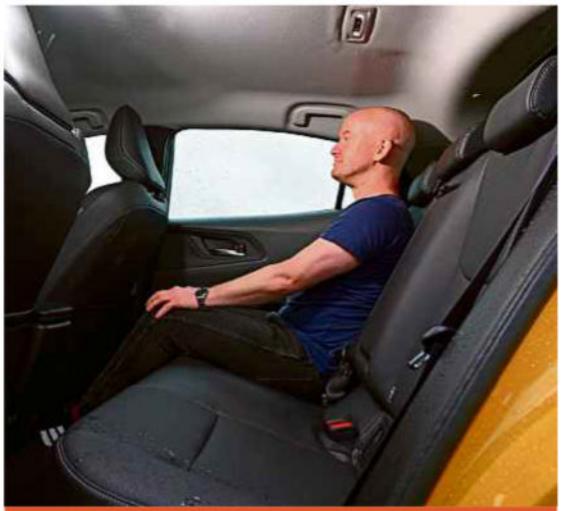
RELIABILITY & SAFETY 4.6/5★

TOYOTA'S eighth place in the 2024 Driver Power manufacturer rankings is a strong showing, even if it doesn't quite reach the heights of the brand's results in previous years. Cars from only six of the 32 brands surveyed proved to be more reliable, too.

Euro NCAP hasn't tested the Prius, so we're yet to get a precise assessment on its safety credentials. But related models in the Toyota line-up perform strongly, and the Prius isn't short on driver-assistance tech. All models have 'Proactive Driving Assist', which helps with corner braking and uses other systems, including cameras that add steering or braking input if they detect a possible collision. Adaptive cruise control and lane-departure alert are well implemented and we found them more refined than in the Mk4 car.

DASHBOARD
While the new dash layout might not be everyone's cup of tea, the cabin feels well put together

BACK SEATS
Legroom isn't a problem in the rear of the Prius, but the rakish roofline means taller passengers might find headroom tight



TESTER'S NOTES

TAKING a more stylish approach with the Prius is an interesting strategy for Toyota. It's a name that has long been associated with eco-conscious buyers, and slow and steady performance in the name of fuel efficiency.

Now, the latest model has taken a radical turn; yes, low energy usage is still very much a core part of the Prius's make-up, but it's also trying to appeal to more style-driven buyers – and even keen drivers, too. The question is, does the Prius name have the prestige to carry off its new position?

Alex Ingram
Chief reviewer

INTERIOR
Boot space is just ahead of the VW Golf GTE's, yet the shallow load bay restricts what can be carried. The front seats are comfortable and offer a wide range of adjustment, as does the plug-in hybrid's steering wheel

> **"THE PRIUS IS LONG AND LOW, SO AS YOU'D EXPECT, LEGROOM IS BETTER THAN HEADROOM"**

WARRANTY 4.5/5★
TOYOTA'S warranty runs for three years, but owners who take their car to an approved service centre for its scheduled annual maintenance will see their cover updated by 12 months or 10,000 miles each time. This can run up until the car is 10 years old or has covered 100,000 miles.

At that point the cover can be described as the best warranty of any car maker for UK customers, which shows how confident Toyota is about its cars' reliability – just so long as they're maintained correctly.

SERVICING 4.5/5★
MAINTENANCE costs are around £30 a month if you take up a three-year plan, which is about the average for most manufacturers in this sector of the market. ▶

PRICES AND SPECS

	VOLKSWAGEN GOLF GTE	TOYOTA PRIUS
Model tested	Volkswagen Golf GTE	Toyota Prius Excel
Price from/price as tested	£40,140/£48,095	£40,545/£41,200

POWERTRAIN AND PERFORMANCE

Engine	4cyl in-line/1,498cc	4cyl in-line/1,987cc
HEV Motor	108bhp	161bhp
Combined power	268bhp	220bhp
Torque	350Nm (combined)	190Nm (engine only)
Transmission	Six-speed auto/fwd	e-CVT auto/fwd
0-62mph/top speed	6.6secs/143mph	6.8secs/109mph
Fuel tank/battery capacity	40 litres/19.7kWh	45 litres/13.6kWh
MPG (WLTP)/EV range	196mpg/81 miles	403.5mpg/44 miles

DIMENSIONS

Length/wheelbase	4,289/2,620mm	4,599/2,750mm
Width/height	1,789/1,478mm	1,782/1,430mm
Rear knee room	543-781mm	615-868mm
Rear headroom/elbow room	968/1,440mm	850/1,444mm
Boot space (seats up)	273 litres	284 litres
Boot length/width	800/1,035mm	806/938mm
Boot lip height	682mm	711mm
Kerbweight/towing weight	1,670/1,700kg	1,610kg/N/A
Turning circle	10.9 metres	10.4 metres

COSTS/OWNERSHIP

Residual value (after 3yrs/36,000 miles)	£17,525/43.66%	£22,198/54.75%
Depreciation	£22,615	£18,347
Insurance group/quote/VED	30/£630/£620	31/£680/£620
Three-year service cost	£534 (two years)	£1,243
Annual tax liability std/higher rate	£480/£959	£727/£1,454
Basic warranty (miles)/recovery	3yrs (60,000)/1yr	3yrs (60,000)/1yr
Driver Power manufacturer position	29th	8th
NCAP Adult/child/ped./assist/stars	88/87/74/82/5 ★ (2022)	N/A

EQUIPMENT

Metallic paint/wheel size	£810/17 inches	£655/19 inches
Parking sensors/camera	F&r/yes	F&r/360
Spare wheel/Isofix points	Repair kit/three	Repair kit/two
Keyless entry & go/powered tailgate	Yes/no	Yes/yes
Leather/heated seats	£2,150/yes	Artificial/yes
Screen size/digital dashboard	12.9 inches/yes	12.3 inches/yes
Climate control/panoramic sunroof	Yes/£1,250	Yes/no
USBs/wireless charging	Four/yes	Six/yes
Wireless CarPlay/Android Auto	Yes/yes	Yes/yes
Blind-spot warning/head-up display	Yes/£595	Yes/yes
Adaptive cruise/steering assist	Yes/yes	Yes/yes

WHAT WE WOULD CHOOSE

GOLF Of the many options, the Dynamic Chassis Control system, which includes adaptive dampers, is the one we'd pick first. It transforms a decent chassis into a very capable one, with a great spread between comfort and sharp handling.

PRIUS We're big fans of our car's "Mustard" yellow paint, a £655 option. If you'd prefer a more sober shade, then there are six others; dark blue is a no-cost colour, red and pearl white are both £950, with the rest costing £655.

INFOTAINMENT

Vehicle favourites
ESC system
Charging
Recuperation
HUD position
Interior monitoring
Charging
ECO
A/C
AUTO
CLIMA
18.0

Volkswagen Golf GTE 4.1/5★

DISCOVER NAVIGATION SYSTEM
KEY FEATURE: CHATGPT INTEGRATION

VOLKSWAGEN'S infotainment tech has been vastly improved in recent years, with everything from loading times to touch response, layout and even the frequency of glitches all notably improved over the systems on the pre-facelift Golf. The current MIB4 features VW's 'IDA' voice assistant, which lets users adjust the radio, telephone, nav and air-con systems with voice controls, and it works fairly well. Climate controls remain a permanent fixture at the bottom of the screen; we'd prefer physical switches.

Toyota Prius 4.1/5★

TOYOTA AUDIO MULTIMEDIA
KEY FEATURE: REAL-TIME TRAFFIC DATA

THE Prius maintains physical buttons to adjust the climate functions, allowing the 12.3-inch touchscreen to focus on controls such as navigation and media settings. While the graphics are quite plain and the loading times reasonable, the layout is very clear and the system is largely simple to figure out. While it offers real-time traffic data, we find smartphone systems such as Apple CarPlay and Android Auto more effective at route planning and avoiding jams.

> "CLIMATE CONTROLS REMAIN A PERMANENT FIXTURE ON THE TOUCHSCREEN; WE'D PREFER PHYSICAL SWITCHES"

VW GOLF GTE BEST FOR TALL PEOPLE
VOLKSWAGEN has had the packaging of its family cars sussed for a long time, and the Golf is a spacious yet stylish five-door hatchback.

TOYOTA PRIUS BEST FOR EFFICIENCY
SUPERBLY efficient hybrid powertrain doesn't just sip fuel, it delivers first-rate performance and refinement, too. Toyota's hybrid tech just keeps getting better.

RESULTS

WINNER ★★★★☆

Toyota Prius

THE Prius has become more desirable than ever before, but more importantly, it's better to drive, too. The ride and handling are great, and thanks to its powerful PHEV powertrain, the car has got the performance to match its chassis where its predecessors didn't.

Most of all, and more than any other PHEV, the Toyota's hybrid system feels like something that progresses automotive technology rather than simply acting as a company-car incentive box-ticking scheme. If you can live with the Prius's slightly cramped rear headroom and small boot capacity, there are few more stylish hybrids for the money right now.

AUTO EXPRESS
ROAD TEST WINNER
JUNE 2025
★★★★☆
TOYOTA PRIUS

INTERESTED?
Scan the code to check out our deals on a new Prius

RUNNER UP ★★★★☆

Volkswagen Golf GTE

IF you're a company-car user, the Golf GTE deserves to be right at the top of your shopping list. Its superb electric-only range means it's incredibly cheap to run on a company-car scheme, and the Volkswagen will be kind on your pocket too, if you can charge it up regularly at home.

However, the Golf GTE is a little more costly than the Prius – especially if you load the car with options. While the VW's hybrid tech isn't quite as slick as its rival's, it's right on the money when it comes to ride and handling, and the cabin is spacious, too. The latest Golf isn't perfect yet, but it's better than ever.

INTERESTED?
Scan the code to view new GTEs that are available now

BMW 530e TOURING

Our 5 Series meets the flagship M5, but is it really worth the extra?

THIRD REPORT

Richard Ingram

Richard.Ingram@autoexpress.co.uk

THE idea of halo cars is nothing new. Fast flagships have been around for decades, fuelling sales of mundane models as customers aspire to one day own something with an M, RS or AMG badge on the boot.

But with performance becoming more and more accessible thanks to the onslaught of electrification, is there still a place for these high-horsepower heroes? Given that the BMW M5 is more revered than most, I grabbed the keys to one for an impromptu twin test.

That question of whether halo cars remain relevant has been playing on my mind since my last report (Issue 1,882) – when I declared my 530e Touring “a shot of espresso hardlined straight into the bloodstream”. While I may have used a bit of artistic licence, I continued to wonder why anyone could need anything more from their five-metre-long, two-tonne estate car; why anyone could ‘need’ a new M5?

First things first: the M5 has incredible presence – not always a given with previous generations of the hot 5 Series. It has, at times, looked inconspicuous, but this new one appears to be doing 180mph when standing still. Its flared arches, huge wheels, gaping exhausts and aggressive bumpers make the standard M Sport-trimmed car look like an airport rental. The M5’s Marina Blue paint is more eye-catching than the 530e’s Oxide Grey, too.

So on looks, it’s no contest. And inside, the M5 continues to justify its lofty price tag (£113,605 in Touring guise) with details such as body-hugging bucket seats and red buttons on the steering wheel and centre console. That’s not to say my 530e doesn’t feel special – I think I made that quite clear in my second report – but the M5 elevates things to the next level.

Let’s be honest, though. No one is buying a 717bhp plug-in hybrid estate car for its blood-

Otis Clay

CHARGING AHEAD We need to plug our 530e in a little more than we’d like to in order to get the very best out of it; the M5’s extra weight slashes the real-world range to less than 40 miles

PROS
- Long PHEV range
- ICE economy
- Lovely to drive

CONS
- Sheer size
- Regular charging
- Dusty interior

MODEL TESTED:

BMW 530e M Sport Pro Touring

On fleet since:	January 2025
Price new:	£64,705
Powertrain:	2.0-litre 4cyl petrol PHEV, 295bhp
0-62/Top speed:	6.4secs/137mph
CO2/tax:	18g/km/9%
Options: Oxide Grey paint (£900), Towbar (£1,200), Panoramic Glass Sunroof (£1,600), Sun Protection Glass (£470), Flexible Mode 2 Charging Cable (£350), Technology Pack (£2,000), Comfort Pack (£1,200)	
Insurance*:	Group: 34E Quote: £1,283
Mileage/mpg:	5,619 miles/71.9mpg
Any problems?	None so far

*__Insurance quote__ from AA (0800 107 0680) for a 42-year-old in Banbury, Oxon, with three points.

coloured starter switch. It needs to set itself apart from its sedate siblings with a physics-defying driving experience and a soundtrack that could stir the deepest-sleeping baby.

Tick, tick and tick – despite its weight, the M5 delivers on all fronts. I thought the 530e packed a punch, but its M-badged brother is like a pitbull straining at the leash; that PHEV system means the M5 is always ready to go, with the electric motor filling in any gaps (0-62mph takes 3.5 seconds) that would otherwise be left by spooling turbochargers.

Yes, it's heavier than the 530e – to the tune of 400-odd kilos – but the M-specific engine, suspension and brakes do a great job of disguising that. The weighty steering, super-sticky tyres and multiple drive modes are typical M-car, tuned for a 21st-century feel.

The latest M5 is about as good as it gets, then. But can it justify its £50k premium over my already accomplished 530e?

In a rational world, no. The standard 5 Series, and in particular the Touring, has the almost unique ability to be all things to all people. I've been using its huge boot on longer journeys and trips to the tip lately, while the reliable 50-mile electric range means I'm seeing fuel economy figures that'd surprise even the most determined diesel drivers.

The interior continues to impress, too. It's comfy and well appointed, and the driver-assistance systems and slick infotainment keep my family safe and entertained in equal measure. The panoramic roof deserves a shout out, too; it floods the interior with light, and can protect occupants from the sun with the electrically operated rollerblind.

But those lucky enough to have six-figure sums burning a hole in their pocket arguably don't operate in a rational world – certainly not when it comes to car buying. Almost all that applies to the standard 5 Series is true of the M5, so if you don't mind its louder image, firmer ride and shorter electric range, there's very little I can say to dissuade you from taking the plunge. After all, I would if I could.

VERDICT ★★★★½

WHILE it might sound like damning it with faint praise, I'm perfectly content with our 530e. An opportunity to compare it with the latest BMW M5 Touring showed how intoxicating a 700bhp all-wheel-drive estate car can be, and how lucky anyone would be to run one. Yet at the end of the day, I was happy to be hopping back into our fabulous 5.

SPORTING DETAILS The current M5 is less discreet than some previous iterations, but it's far from brash. Red starter button (left) is one of its subtle features

BBE
YH25 LTZ

SECOND REPORT

DACIA DUSTER

Our SUV is perfect for family-friendly adventures

Andy Pringle

Andy.Pringle@autoexpress.co.uk

VALUE is arguably the word that attracts most potential Dacia buyers, but once you're a Dacia owner, there's another one that the brand is keen to promote: adventure. It's the spirit that underpins all things Dacia, from the Sleep Pack for the Jogger to the Sandrider that the Romanian company has developed to compete in the Dakar rally.

It's also something that I'm aware of every time I get behind the wheel, because I catch sight of a little graphic in the corner of the windscreen showing a car crawling over some 'rocks' formed by the black shading. Plus, as the touchscreen fires up, it displays a rotating 3D map of some decidedly hilly terrain.

Happily for me, in typical Dacia fashion, the firm also sees things in more modest terms, with a section on its website dedicated to 'Everyday Adventure'. Dacia even suggests some ideas to inspire you in a downloadable PDF. So, with an inset day at my daughter's school looming and a lack of inspiration on my part, we decided to take up Dacia's challenge.

However, a couple of suggestions were immediately vetoed. The thought of our daughter making a camp in our living room brought me out in a cold sweat, and we didn't fancy visiting the worst-reviewed spot in our town. But the prospect of going out for a picnic seemed far more appealing.

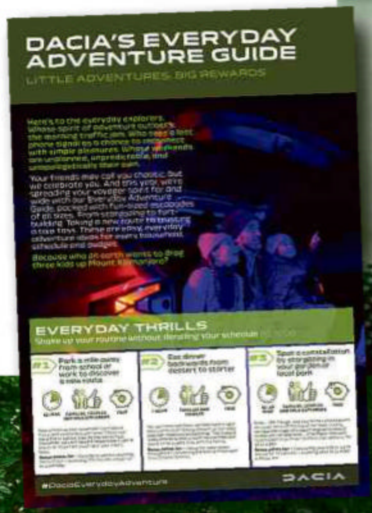
Before the big day, we did a practice run, meeting up with a couple of friends before all five of us – myself, my wife, our daughter and our friends – jumped into the Duster and headed off for a stroll in Bushy Park. I'd worried that we'd struggle to fit, but we made the short journey in reasonable comfort.

Buoyed by this success, I decided to look further afield for our official adventure day – but any worries about space in the car were alleviated by the fact that it was just myself and my daughter making the trip. The plan was to head from our south-west London home to Swinley Forest and the Look Out Discovery Centre just outside Bracknell, Berks.

While my daughter worried about what to wear, I prepared a picnic – although, in the spirit of the day, I should perhaps have been a little more adventurous than filling the sandwiches with plain cheese. No matter, they were all gratefully wolfed down after a hectic morning of discovery – and the day proved just why the Duster is such a great car.

The drive included a mix of suburbia, A-roads and motorway – and the Duster was

> **"I'D WORRIED THAT WE'D STRUGGLE TO FIT, BUT WE MADE THE SHORT TRIP IN REASONABLE COMFORT"**



DACIA'S EVERYDAY ADVENTURE GUIDE

LITTLE ADVENTURES. BIG REWARDS

EVERYDAY THRILLS

#1 Park a mile away from school or work to discover a new route

#2 Eat dinner backwards from dessert to starter

#3 Spot a constellation by stargazing in your garden or local park

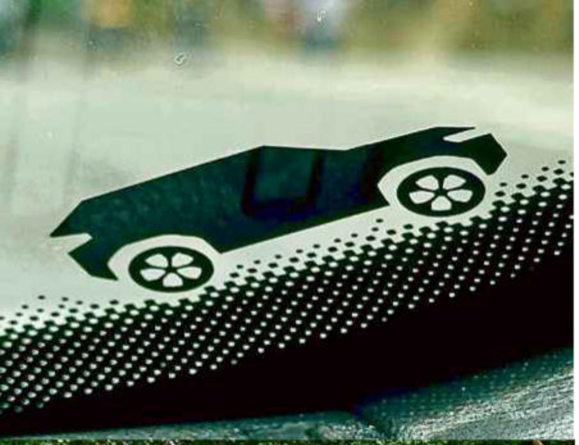
#DaciaEverydayAdventure

DACIA

DRY RUN
The Pringle family and their friends made a trip to Bushy Park before taking up Dacia's adventure challenge with a day at Swinley Forest in Berkshire

Look in all directions
17°
A/C

TREE-MENDOUS
Our Duster was perfect for the trip to Swinley Forest for Andy and his daughter, while the car's cameras helped when it came to parking



MODEL TESTED:

Dacia Duster Journey Hybrid 140

On fleet since:	February 2025
Price new:	£25,945
Powertrain:	1.6-litre 4cyl petrol HEV, four-speed auto
CO2/BiK:	114g/km/27%
Options:	Metallic paint (£650)
Insurance*:	Group: 24 Quote: £630
Mileage/mpg:	2,015/55.3mpg
Any problems?	None so far

***Insurance quote** from AA (0800 107 0680) for a 42-year-old in Banbury, Oxon, with three points.

PROS

- Good economy in everyday use
- Practical and spacious interior
- Comfortable ride

CONS

- Wind noise at higher speeds
- No around-view from cameras
- CarPlay occasionally fails to connect

at home everywhere. The hybrid set-up was great around town, managing plenty of time in fuel-saving EV mode. The smooth ride was much appreciated throughout the day, too.

The light steering made manoeuvring easy, and the various cameras were a great help when parking – I love the Dacia's chunky styling, but it makes it very hard to judge where the extremities are without hi-tech help. While this is nit-picking, I'd prefer it if the screen could display an all-around view of the car. As it stands, it can only show one camera's view at a time, so I often find myself switching from one to another when I'm trying to slot between two parked cars.

On the other hand, the high seating position gives a good view out while I'm driving, and my only criticism is wind noise at motorway speeds. Mind you, my daughter is developing a fine taste in music (ie overlapping mine), and we were both happy to drown out the wind noise with the latest Eureka Machines album via the wireless Apple CarPlay.

There was lots of room on the back seat for a child seat and our bags, so we didn't use the boot until we got to the car park. Our trip was a complete success, and we're plotting our next one. Perhaps, following a Dacia suggestion, it'll be to visit the highest spot in our local area – a day out in Richmond Park sounds just like the kind of everyday adventure we can cope with!

AEX VERDICT ★★★★½

FAMILY life with the Dacia Duster continues to be an absolute pleasure, because everything just works, and works very well, with the occasional exception of the Apple CarPlay connection. Whether it's space, practicality, economy or comfort, the Dacia nails it. In contrast to what the brand is promoting, everyday life is far from an adventure – it's more like a walk in the park.

FLEETWATCH

CUPRA TAVASCAN

I NOW have another fast-charging option, because my local garage in Southbourne, Dorset, has fitted four 150kW MFG chargers. It took me a couple of goes to get the payment authenticated, but the charging itself went smoothly, something the Tavascan has been consistent with. I got nearly 240 miles in around 45 minutes at a cost of £45. It was so hot I didn't want to wait in the car, so I visited a local cafe for an iced coffee and a delicious Danish!

DAWN GRANT

VAUXHALL GRANDLAND

VAUXHALL is such a household name in the UK, it's easy to forget that all of the brand's models offered today are re-badged Opels. That is, until you hit the 'off' button on the Grandland Electric's infotainment, after which Opel's 'Blitz' logo is displayed on the touchscreen. I use Apple CarPlay most of the time, with the Grandland's handy climate control toggles meaning I don't have to leave Apple's interface to change the temperature.

TOM JERVIS

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EN CORVETTE Z06 ● REVEALED NEW FACE OF BMW iDRIVE
zda sets sights on Tesla with 6e
market as it announces new rival for Model 3
NEWS
STYLING
New EV is identical to EZ-6, which is already on sale in China; 19-inch alloy wheels feature an efficient design to boost range
INTERIOR
Passengers have plenty of room front and rear; 14.6-inch touchscreen dominates dash
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High-speed inflator rated

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How to bag the best

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PRODUCTS

CONNECTED Both versions of the QUBEV EVO have WiFi and Ethernet connectivity. They are operated via the EVO app and can work in tandem with solar panels

HOT KIT

Rolec QUBEV wallbox

Price: From £449 **Contact:** *rolecserve.com*

ROLEC has revamped its big-selling QUBEV home wallbox, bringing new 'smart' features and greater efficiency.

The new EVO chargers are also designed to be affordable to buy and installation-friendly, saving fitting costs. Rolec says the EVO can be installed and configured in just 15 minutes if the cabling is already in place.

The EVO will be available in 7.4kW and 22kW forms, each with a passive cooling system to ensure a safe maximum charging rate. An LED indicator on the front shows the charging status and allows personalisation.

The EVO also features integration with home solar systems, using an ECO+ Smart feature, which allows the unit to detect surplus energy generated from solar panels and allocate it for electric vehicle charging.

Two other modes are also available. Charge Now is a 'plug & go' option, while ECO uses solar power alongside energy from the grid.

These modes and other information will be visible through the EVO app, which lets users receive updates on charging sessions, plan schedules, and integrate smart tariffs.

The unit features WiFi and Ethernet connectivity – and 4G on the 22kW model. The EVO can also be programmed to only charge when an RFID card is swiped, making it secure for publicly accessible locations.

The EVO is available now from £449, including a five-year warranty.

BOOKS

A Time . A Place

John Piercy Holroyd, Daniel Hopkinson
(The Modernist Society, *the-modernist.org*)
Price: £40 **Rating:** ★★★★★

THIS fantastic book has a very simple premise: it photographs every European Car of the Year award winner from 1964 to 1982 alongside a significant building of the same vintage.

It's a collaboration between architect and researcher Holroyd and architectural photographer Hopkinson, which began in 2022 and involved extensive travel throughout the UK to find suitable cars and locations.

It kicks off strongly with a Rover P6 photographed outside the Crystal Palace Sports Centre and only gets better from there; a Peugeot 504 outside Preston Bus Station is this reviewer's personal favourite, but the evocative photo of a Ford Escort at the Humber Bridge is also particularly appealing.

There'll be lots of nostalgia for at least a few readers, and it's attractive to car, architecture and photography enthusiasts alike. Each car and building combo has a brief description and key information, saying why they are significant.

Even if you know every car, it's less likely you'll recognise every building, although there are bound to be some locations familiar to us all.

The book is fantastically produced, and the special binding used means you can open it totally flat – all the better to study the gorgeous photography. The images aren't perfect – each one has traffic, passers-by, and street furniture – but this makes it seem more authentic and visually interesting.

Volumes two and three, spanning 1983 to 2003, and 2004 to 2024 respectively, will follow – and we're looking forward to them.

A Time · A Place

FIRST TEST

TowerTop High-Speed Tyre Inflator

Price: £35.69 **Rating:** ★★★☆☆ **Contact:** *amazon.co.uk*

IF you want to save yourself the bother and cost of using a garage air line to top up your tyres, it makes sense to invest in your own pump. For occasional use and if you just need to add a few psi, a foot pump will be sufficient. But if you have a big tyre or need to completely reinflate one from flat, then you will want a bit of electric assistance.

This latest new pump from a brand called TowerTop looks conventional, but claims to have technology that helps it inflate more quickly.

Inside the plastic case it has copper components, a metal cylinder and a cooling system, which is said to enable continuous operation for more than 30 minutes. This allows it to inflate up to 10 car tyres and pump up to 100psi – essential for the space-saver spares found in many cars.

The three-metre cable is just about long enough to stretch from a 12V dashboard socket to the wheels on most cars, and the pump is quieter than many rivals.

Inflating a standard 185/65 R15 tyre from 0 to 35psi takes two minutes and 45 seconds, which may seem a long time, but is quicker than many pumps of this type. The LCD display shows the current pressure and the preset target level, and an automatic shutoff is supposed to halt inflation.

However, our test pump baffled us by stopping at an indicated 40psi when set to halt at 38psi. We then checked with a calibrated gauge and the tyre was actually at 42psi.

Although it looks reasonable value for money, we'd expect a better level of accuracy at this price.

“IT WILL INFLATE UP TO 10 TYRES IN ONE GO AND PUMP UP TO 100PSI – ESSENTIAL FOR SPACE-SAVER TYRES”

EASY TO USE
TowerTop air pump has a three-metre cable that plugs into your car's 12V socket. It's fast, but accuracy isn't great

NEW PRODUCT

Kart Silverstone

Price: TBC **Contact:** *kart.silverstone.co.uk*

IF you've ever wanted to race at Silverstone, the dream has just become more attainable – so long as you are content to drive a go-kart rather than a full-blown racing car.

The world-famous racing venue is opening a new international outdoor karting circuit this autumn, built on an area within the hallowed Tarmac of the F1 track, at a site that was previously hard-standing used for the Formula 1 Fan Zone. It also reuses part of the historic Silverstone circuit, including the legendary Bridge Corner, which was lost as part of the 2010 redevelopment.

Backed by investment from the British Racing Drivers' Club (BRDC), Kart Silverstone will use a 1,377-metre track with six different configurations, allowing for elite-level kart race meetings alongside casual sessions, fun sessions for families and sessions for children aged six years and up.

There will be sessions for amateur owner-drivers too, while the circuit will also be geared up to host group activities, team-building days, and corporate events within a purpose-built building.

The tracks and its configurations were designed with input from BRDC drivers including David Coulthard and Anthony Davidson, and will be fully licenced by the FIA to host international kart events.

Kart Silverstone's new two-storey building will feature a Race Control room, plus a rooftop bar and pizzeria where visitors can order food and drink while watching the action on the new circuit.

TESTED Compact boot organisers

Smaller options: We tested boot organisers in issue 1,874, but what if you want something a little smaller to keep your motoring essentials in place?

MINI TEST

Kim Adams

ALONGSIDE our boot organiser multitest (Issue 1,874), we also took the opportunity to evaluate a few smaller products more suited to storing kit than stopping the weekly shop sliding around.

Some are smaller versions of the bigger folding crates, while others are designed to sit against the seat back or boot sides. The latter type was represented by Sakura and Hilka, while Halfords took the crate option.

The criteria were the same as in our main test, looking for robust designs, handy pockets and partitions. We tried each with a mix of common items like top-up fluids, cleaners and a jump starter. The final factor was price.

The Halfords crate is the most versatile of the three and takes the win. There's little to choose between the carpet bags, so the keenly priced Sakura is our pick of those.

Halfords Handy Organiser

Price: £11.99 **Rating:** ★★★★★
Contact: *halfords.com*

IF you don't have the space for the large organisers we tested earlier in the year, then this may well be the solution. Its footprint is about the size of a supermarket bag for life, so it can easily accommodate a couple of five-litre containers with room to spare. The absence of a cover means it's also good for storing aerosols and trigger packs, plus smaller top-up fluid containers. For smaller items there are pockets on each end and down one side, plus two mesh pouches inside that are ideal for disposable gloves, tape and hand tools. There's also a removable partition fixed with hook and loop strips to add rigidity. There are more of these on the base to prevent movement. The sides are solid to keep contents in place, plus the organiser folds lengthways. It's the priciest here, but at £11.99 it's hardly expensive, and it's the most versatile, so it is our top choice.

Sakura Boot Organiser Large

Price: £6.99 **Rating:** ★★★★⯨
Contact: *saxon-brands.com*

THE family resemblance between the two soft fabric organisers in this test is clear. Both have full-length hook and loop strips on the base, and also to seal the top flap. There is a strip on the back with a section designed to be stuck to a boot side or seat back to prevent the organiser from moving around, too. This Sakura version is made from a softer material and is not quite as rigid as the Hilka. But the organiser's lower price makes it our pick of the pair, by a narrow margin – it does the job.

Hilka Pro-Craft Car Organiser

Price: £9.99 **Rating:** ★★★★⯨
Contact: *screwfix.com*

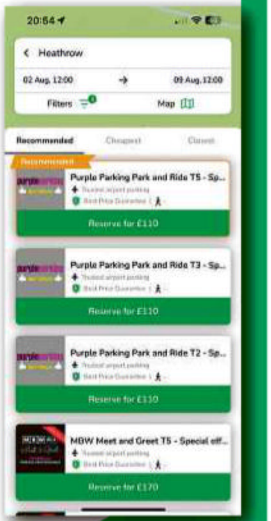
THIS Hilka offering has the same fixing strips as the Sakura, with a handle for carrying it out of the car. At a little over 20cm deep, it works well for trigger sprays and small top-up packs, but you need to keep caps on aerosols to avoid them going off if you accidentally load things on top. There's an insert in the base for added stiffness, but the shape will be mainly determined by the contents. It works well for cleaning kit and top-ups, but less so for loose tools.

Just Park

App or web: Both **Price:** Free
Rating: ★★★★★
Best rate LHR/MAN: £37/£34
Contact: *justpark.com*

AUTO EXPRESS BEST BUY 2025

AS well as airport car parks, Just Park hosts private spaces and driveways that are rated by users, so you can see if they're secure, safe and well located, plus get their proximity to the airport and walking directions. We were able to find spaces within a 25-minute stroll of both Manchester and Heathrow Airports for a fraction of the cost of official airport parking. Yet if you want the peace of mind of on-site parking, this is offered, too, with similar rates to those offered on Ezybook (below).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Heathrow
02 Aug, 12:00
09 Aug, 12:00
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Map
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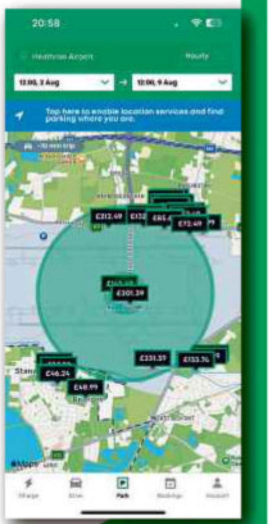
Cheapest
Closest
Purple Parking Park and Ride T5 - Sp...
Reserve for £110
Purple Parking Park and Ride T3 - Sp...
Reserve for £110
Purple Parking Park and Ride T2 - Sp...
Reserve for £110
MBW Meet and Greet T5 - Special off...
Reserve for £170

YourParkingSpace

App or web: Both **Price:** Free
Best rate LHR/MAN: £46.24/£46.24
Rating: ★★★★½
Contact: *yourparkingspace.co.uk*

AUTO EXPRESS Recommended 2025

YOURPARKINGSPACE works in a similar way to Just Park and in some ways is more user-friendly – for electric car owners, it also tells you whether a private space has EV-charging facilities. We were able to get off-airport parking for our August dates well under the price of official car parks, but the cost was higher than Just Park and the choice is limited to private parking space owners – the only on-airport parking it offers is with hotels near the terminals, which weren't great value at either site.

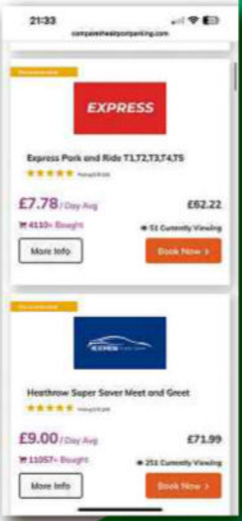

20:58
Heathrow Airport
Tap here to enable location services and find parking where you are.
£46.24

CompareThe AirportParking

App or web: Web **Price:** Free
Best rate LHR/MAN: £62.22/£53
Rating: ★★★★½
Contact: *comparetheairportparking.com*

AUTO EXPRESS Recommended 2025

SIMPLE to use, and with no need to register, CompareThe AirportParking is the best option if you want on-airport, valet or transfer parking, which may be your preference if you have family or luggage and walking routes don't work. Parking providers are rated by users. Our Heathrow rate of £62.22 was for a reputable Park & Ride option, as was the Manchester one, but both worked out much cheaper than booking directly.


21:33
EXPRESS
Express Park and Ride T1,T2,T3,T4,T5
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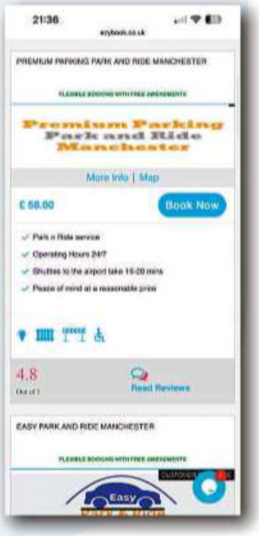
£62.22
More Info
Book Now
Heathrow Super Saver Meet and Greet
£9.00
£71.99
More Info
Book Now

Ezybook

App or web: Web **Price:** Free
Best rate LHR/MAN: £62.22/£58
Rating: ★★★★☆
Contact: *ezybook.co.uk*

THERE was very little to choose between CompareTheAirportParking and Ezybook, other than that the former found us a £5 cheaper quote for Park & Ride parking at Manchester Airport, and at a location close to the terminals. Ezybook is just as easy to use, with simple, no-nonsense drop-down menus and options to search every UK airport. You can also select between on-airport, Meet & Greet and Park & Ride options from a simple menu screen.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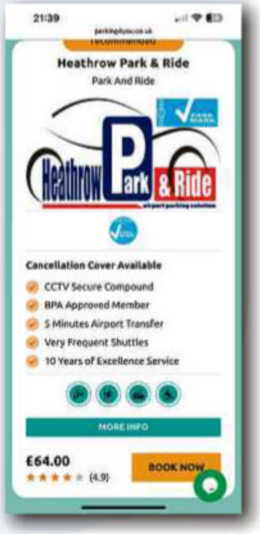
4.8
Read Reviews
EASY PARK AND RIDE MANCHESTER

Parking4You

App or web: Web **Price:** Free
Best rate LHR/MAN: £64/£70
Rating: ★★★☆☆
Contact: *parking4you.co.uk*

LIKE CompareTheAirportParking and Ezybook, Parking4You uses a simple drop-down menu and has the ability to find parking at all UK airports, but only via official airport providers. Its rates were a tad more expensive, though, and there was less choice on offer – though the pricing was still substantially cheaper than standard long stay parking at both airports, and some of the Meet & Greet valet parking options it offered were well priced.


21:39
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Cancellation Cover Available
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5 Minutes Airport Transfer
Very Frequent Shuttles
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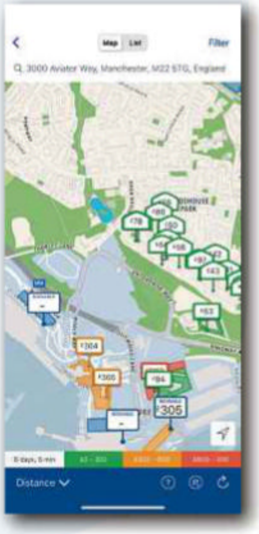
£64.00
BOOK NOW

Parkopedia

App or web: Both **Price:** £4.99
Best rate LHR/MAN: £35/£43
Rating: ★★★☆☆
Contact: *parkopedia.com*

PARKOPEDIA has two functions – one where you turn up and park, with payment by the hour, or another where you pre-book. The issue is, you have to pay £4.99 for the pre-book function. When you do, it gives you a choice of official parking or private, such as those offered by Just Park and YourParkingSpace, and we were able to find some decent prices within walking distance of the airports. But those other two apps are free, and Parkopedia has no real advantage.


Map
List
Filter
Distance

BEST ONLINE AIRPORT PARKING SITES

With holiday season ahead, what are the best apps and websites to aid your getaway parking?

Craig Cheetham

AIRPORT parking is expensive, especially if you just roll up and grab a ticket at the barrier. But these days, you don't have to do that, with a swathe of digital options that are aimed at making your life easier and less expensive, and taking one layer of strain away from the stress that goes with travelling.

The trick is to be savvy, and to shop around to get the best airport parking deal – but it can be confusing. As well as a handful of apps, there are a number of websites that promise cheaper parking deals, but when you look into them, not all of them offer very good savings, while others are simply landing pages that take you through to another site. To cut through the confusion, we've done the hard work for you and found nine online parking providers that operate independently. We've then put each of them to the test as if we were going on a summer holiday ourselves.

How we tested

WITH each provider, we posed as a customer looking to book a week's parking at the height of the peak season, with a Saturday-to-Saturday booking in the first week of August. We looked at two airports – London Heathrow (LHR) and Manchester (MAN) – to get different prices.

We were looking at four key elements – the overall cost of parking, the breadth of choice, parking instructions (especially for those offering private spaces) and the overall user experience of the app or website.

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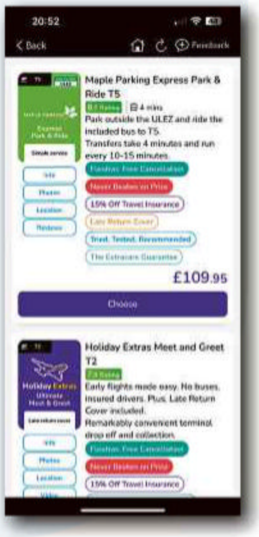
> **"THE TRICK IS TO BE SAVVY AND SHOP AROUND TO FIND THE BEST AIRPORT PARKING DEAL – BUT IT CAN BE CONFUSING"**

Holiday Extras

Contact: *holidayextras.com*
App or web: Both **Price:** Free
Best rate LHR/MAN: £109.95/£84.99
Rating: ★★★☆☆

IN terms of user-friendliness, the Holiday Extras app is good and the booking process easy, allowing functionality such as Apple Pay, for example. But the savings can't compare with other providers for official on or off-airport parking, with the best prices for both airports higher than the top performers.



Maple Parking Express Park & Ride T5

Park outside the ULEZ and ride the included bus to T5.
Transfers take 4 minutes and run every 10-15 minutes.

£109.95

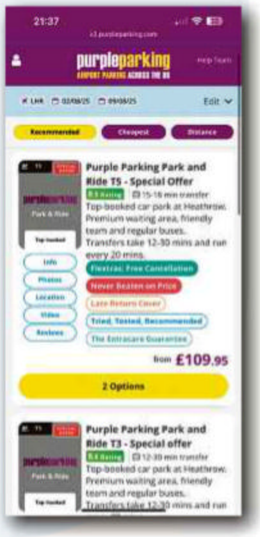
Holiday Extras Meet and Greet T2

Early flights made easy. No buses, insured drivers. Plus, Late Return Cover included.
Remarkably convenient terminal drop off and collection.

Purple Parking

Contact: *parking4you.co.uk*
App or web: Web **Price:** Free
Best rate LHR/MAN: £109.95/£84.99
Rating: ★★½☆☆

PURPLE Parking seems to use the same partners and search functionality as Holiday Extras, but is only available on a web platform with no app. As a result, it's clunky and slower to load, which takes away the appeal of the former. It came up with exactly the same quotes as Holiday Extras, from the same providers.



Purple Parking Park and Ride T5 - Special Offer

Top-booked car park at Heathrow. Premium waiting area, friendly team and regular buses.
Transfers take 12-30 mins and run every 20 mins.

from £109.95

Purple Parking Park and Ride T3 - Special offer

Top-booked car park at Heathrow. Premium waiting area, friendly team and regular buses.
Transfers take 12-30 mins and run

Evology Parking

Contact: *evologyparking.com*
App or web: Both **Price:** Free **Best rate LHR/MAN:** £210/£350 **Rating:** ★☆☆☆☆

EVOLOGY'S star rating wouldn't be so bad if it didn't advertise airport parking, but it does. In towns and cities, it'll help you find a space, but it isn't going to save money for holiday parking. The cheapest it found at Heathrow was a £30 day rate, and in Manchester it was an eye-watering £50.

Verdict

IF cost is the most important factor, then the appeal of Just Park is that you can see photos and read others' reviews, all the while saving a lot of money by using private parking. YourParkingSpace is almost as good, but not as clear or intuitive to use. It's still worth a look before making a booking. If you'd rather use an approved airport parking provider, CompareTheAirportParking had the best deals.

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J26 ABC	£375
T800 ABC	£275
T26 ABE	£175
L29 ABE	£375
H22 ACB	£375
P321 ACC	£275
J29 ACM	£375
K28 ACS	£275
N21 ACT	£175
A24 ACT	£275
J88 ACT	£375
G23 ACW	£375
Y31 ACY	£275
T13 ADH	£275
D23 ADH	£375
B24 ADL	£375
F21 ADP	£375
H23 ADR	£375
L121 AFC	£275
C24 AFF	£375
AFZ 553	£275
C23 AGE	£275
A24 AGE	£375
G24 AGE	£175
A25 AGG	£375
A23 AGH	£375
P23 AGH	£275
G22 AGR	£375
P27 AGS	£375
B21 AGY	£175
AGZ 1627	£75
H25 AJG	£375
K123 AJG	£375
L121 AJH	£375
K27 AJJ	£375
B25 AJR	£375
K123 AJT	£375
G21 AKE	£375
J28 AKR	£375
E21 AKS	£375
R29 AKS	£275
J123 ALB	£375
N121 ALC	£175
P29 ALE	£275
P121 ALP	£175
T31 ALW	£275
V400 AMH	£275
L30 AMT	£275
A051 AND	£275
D25 ANL	£275
P27 ANS	£275
HB53 ANS	£175
C22 APL	£275
L21 ARE	£175
F22 ARE	£275
HE03 ARN	£275
R27 ARR	£275
L29 ARR	£275
R31 ARY	£275
L500 ARY	£275
OX02 ASA	£175
B23 ASL	£275
ASZ 2102	£175
R121 ATH	£275
L31 ATS	£275
H21 AUG	£275
D22 AUG	£175
AVI 4357	£75
AVI 4387	£45
AVZ 2339	£75
F21 AYS	£275
AYZ 4480	£175
P121 BAB	£275
A24 BAG	£275
N121 BAM	£275
F22 BAN	£175
K123 BAR	£275
P25 BAX	£275
K321 BAX	£275
K27 BAY	£275
BAZ 7219	£375
N123 BEK	£275
BEZ 4347	£275
BIG 2551	£375
W23 BJH	£175
L29 BLA	£175
K27 BOD	£275
K121 BOD	£175
B26 BRA	£275
P29 BRN	£275
P321 BRO	£275
N26 BRU	£275
A24 BST	£275
BSZ 434	£275
BSZ 1047	£175
A24 BUD	£275
BYZ 2125	£75
BYZ 2126	£75
OL04 CAB	£175
M321 CAD	£275
K28 CAG	£275
R70 CAV	£275
W10 CBR	£275
A24 CED	£275
N27 CER	£175
CGZ 2071	£75
L121 CJB	£275
Y400 CJB	£275
S900 CJD	£175
H21 CKA	£175
K25 CKS	£275
A23 CKX	£99
A23 CME	£275
P23 CMR	£175
V333 CMW	£275
CMZ 4705	£49
CMZ 4706	£49
CMZ 4723	£25
CNZ 3426	£75
K24 COD	£175
P24 COD	£275
T26 COE	£175
P27 COE	£275
K27 COO	£175
N99 COO	£275
G16 COP	£275
PA05 COS	£175
K27 COT	£275
T321 COT	£175
M123 COY	£275
C23 CRD	£275
CYZ 4547	£75
CYZ 4549	£75
P21 DAF	£275
K27 DAG	£275
K26 DAT	£175
P29 DAT	£275
P156 DAY	£175
B25 DBS	£275
E24 DCM	£275
M18 DCS	£275
P24 DDS	£275
L25 DEK	£275
N31 DEW	£275
DEZ 903	£375
DGZ 535	£275
DGZ 2444	£175
DHZ 646	£375
DHZ 771	£275
E25 DJK	£275
A24 DJN	£275
OX53 DJS	£175
N121 DJT	£175
P121 DMB	£275
C21 DNY	£275
G24 DOD	£275
F26 DPB	£275
E21 DPS	£175
G23 DRM	£275
P24 DRU	£275
DSZ 114	£275
DSZ 1224	£175
DSZ 2106	£75
DSZ 2107	£75
H24 EAL	£275
P29 EAM	£175
A23 EAR	£175
H24 EAR	£275
B23 EAT	£275
EAZ 661	£275
D23 EBY	£275
K27 EDW	£275
R29 EGG	£275
R24 ELY	£275
W400 END	£275
H14 ERL	£275
G21 ERR	£275
L23 ERS	£275
J200 ERY	£275
B24 ESS	£275
A24 EYE	£275
K121 FAB	£275
P21 FAT	£275
K27 FAT	£275
N28 FAT	£175
V15 FEB	£275
A24 FEE	£275
FHZ 878	£375
R111 FJB	£175
FJZ 343	£175
P24 FOS	£275
P800 FOS	£175
J70 FOW	£275
K24 FRY	£275
FSZ 1501	£75
FSZ 1502	£75
F24 FUL	£275
M100 FUL	£275
A24 GAT	£275
T26 GBR	£175
GBZ 566	£275
K25 GEF	£275
L29 GEF	£275
L21 GEL	£275
N27 GEN	£275
S999 GEN	£175
A24 GES	£275
L15 GGB	£175
K24 GJB	£275
P800 GJB	£175
F24 GJH	£275
T333 GJH	£175
B14 GOS	£275
GSZ 3031	£175
GSZ 3526	£75
X053 GXS	£75
P23 HAD	£175
T90 HAW	£275
PW51 HER	£75
HIG 5556	£275
S900 HOB	£275
S963 HOB	£175
Y121 HOT	£275
HSZ 4024	£75
HSZ 4042	£75
HSZ 7054	£49
N28 HUL	£275
N29 HUN	£275
IAZ 344	£375
IKZ 446	£375
IXZ 3253	£75
JBZ 778	£275
A24 JCG	£175
A23 JCR	£275
T27 JEB	£275
P28 JEC	£275
E23 JEE	£275
R24 JEL	£275
P28 JEL	£175
R29 JEP	£275
M24 JER	£275
JEZ 7278	£375
JEZ 7672	£275
JFZ 223	£275
G26 JGB	£275
JGZ 5576	£175
JIL 7702	£375
B76 JJC	£275
Y28 JJD	£275
W600 JJM	£275
A24 JJP	£275
M60 JJW	£275
A14 JKH	£275
K27 JLH	£275
L121 JME	£275
K123 JMH	£275
K55 JMT	£275
P21 JOB	£275
K321 JOS	£275
K321 JPB	£275
G23 JPC	£275
P121 JPC	£175
W11 JPK	£175
Y900 JPR	£175
N555 JPS	£275
JRZ 166	£375
JRZ 2329	£75
H22 JSC	£275
F24 JSW	£275
N29 JTB	£175
N21 JUN	£275
P28 KAB	£275
E24 KAH	£275
P21 KAN	£175
P28 KEE	£275
N321 KER	£275
KIG 151	£375
E17 KJP	£275
KRZ 7567	£75
P23 LAD	£275
B22 LAG	£275
A24 LAG	£175
B23 LAK	£175
A22 LAR	£275
B23 LAR	£275
F22 LAX	£175
H21 LDS	£275
T28 LEC	£275
L700 LEG	£275
P24 LER	£275
N25 LER	£175
K23 LET	£275
LGZ 3565	£75
LGZ 6323	£75
LIG 9721	£75
H21 LLB	£275
H21 LLD	£275
K27 LLE	£275
H21 LLG	£175
J21 LLG	£275
H21 LLP	£175
E22 LMW	£275
P44 LON	£275
K28 LOO	£275
K24 LOV	£175
N24 LOV	£275
LUI 845	£375
D21 LYY	£275
F21 LYY	£175
G21 LYY	£275
H21 LYY	£275
A23 LYY	£275
K24 MAF	£275
R123 MAW	£275
P200 MCA	£175
A24 MCJ	£99
N24 MCP	£175
D23 MCR	£275
C26 MCS	£275
K321 MCS	£175
G41 MCT	£175
C24 MDB	£275
J80 MDW	£275
P26 MED	£175
A24 MEM	£175
K321 MET	£275
R321 MET	£175
A24 MGB	£275
E18 MGM	£275
MGZ 1283	£175
MGZ 4896	£95
P13 MHW	£75
E26 MJA	£175
G26 MJA	£275
K121 MJK	£275
K27 MJL	£275
N121 MJP	£275
D25 MLC	£275
K121 MLS	£175
L28 MMB	£275
P28 MMS	£275
P77 MOE	£175
K121 MOE	£175
H9 MOW	£275
A24 MOW	£175
D24 MPW	£175
A24 MPY	£275
R111 MRH	£275
A24 MRL	£275
E22 MRM	£275
H23 MRP	£275
K321 MRP	£175
E24 MRY	£275
MRZ 2638	£175
K26 MSH	£275
E24 MSS	£275
K27 MSW	£275
Y25 MTB	£175
Y24 MTH	£275
MUI 881	£375
MXZ 3310	£75
A21 MYM	£275
Y14 NAG	£175
L29 NAG	£275
P24 NAP	£275
R29 NAP	£175
T28 NAR	£275
N29 NAR	£175
A23 NDW	£275
P23 NED	£175
R28 NED	£275
L28 NGE	£175
Y121 NGE	£99
A23 NGL	£275
A23 NGY	£175
NGZ 1012	£75
NGZ 1022	£75
K321 NJH	£275
G23 NJP	£275
NJZ 227	£175
GU54 NNE	£175
P31 NNN	£175
A23 NNS	£275
P31 NOR	£275
NRZ 474	£275
A24 NSL	£275
A26 NTS	£275
A21 NYS	£275
C23 OAT	£275
B22 OBB	£275
H21 OBY	£275
OBZ 552	£275
A21 OCH	£175
P23 OCT	£175
D25 ODD	£275
J23 OEE	£275
OGZ 5449	£175
OJZ 878	£275
P28 OLD	£275
T31 OLD	£99
N31 ONG	£275
C21 OPP	£275
H22 OSK	£175
C21 OTS	£175
H21 OTS	£275
H23 OWL	£275
K28 OWL	£275
OXZ 1031	£175
E21 OYD	£275
K31 OYD	£99
S200 PAD	£275
K29 PAN	£275
K31 PAP	£275
K121 PAS	£275
C8 PBW	£275
A4 PCD	£275
K23 PEG	£275
R121 PEG	£75
S300 PES	£175
K23 PET	£275
N7 PEX	£275
PGZ 1264	£75
PGZ 1265	£75
L23 PJC	£275
Y26 PJW	£275
A15 PLC	£275
PLZ 262	£275
N23 PMB	£275
V121 PMC	£275
D20 PMS	£175
G22 POO	£275
K31 PPP	£175
PRZ 1016	£95
PRZ 2635	£75
K27 PUD	£275
J50 PUL	£275
PXI 966	£275
PXZ 1834	£75
PXZ 1835	£75
N222 RAC	£275
L500 RAC	£175
N21 RAG	£275
L29 RAG	£275
N26 RAK	£275
A23 RAL	£275
N27 RAL	£175
P26 RAR	£275
R121 RAT	£275
N70 RAV	£275
P31 RCS	£275
C24 RDD	£275
G24 RDD	£175
A24 RDH	£275
A24 RDW	£275
A22 RDY	£275
P29 REA	£275
N49 REB	£275
P121 REB	£175
P31 REE	£275
Y20 REG	£275
M666 REL	£275
M321 REM	£275
N24 REV	£275
G12 REX	£275
A23 REX	£275
P700 REX	£175
P21 RFC	£275
C7 RFH	£275
RGZ 1018	£175
RGZ 2806	£75
W61 RJH	£275
E21 RJR	£275
E24 RLL	£275
A24 RLN	£275
P31 RLS	£275
K121 RMS	£275
A23 RMW	£275
A15 ROJ	£175
P14 ROL	£275
A24 ROL	£275
L600 ROW	£275
RRZ 1089	£75
RRZ 1206	£175
RRZ 1207	£175
K26 RSB	£275
D21 RUL	£275
K26 RUM	£275
K23 RYE	£175
J31 RYE	£275
K27 SAC	£275
P23 SAD	£275
A23 SAK	£275
N21 SAT	£275
R121 SAW	£275
J18 SAY	£175
E21 SAY	£275
SBZ 337	£275
A24 SCU	£275
K21 SED	£175
L21 SEE	£275
K25 SEP	£175
T944 SET	£75
SEZ 776	£375
SGZ 122	£275
SGZ 2357	£75
SGZ 2358	£175
SGZ 2359	£175
K24 SHO	£275
P27 SHO	£175
K123 SHY	£275
SHZ 3591	£275
SIG 1032	£175
SJI 933	£375
K26 SKA	£275
L121 SLS	£175
K14 SMD	£275
H23 SMD	£175
B24 SMP	£275
K26 SOL	£275
T29 SOO	£175
R121 SOO	£175
L321 SPY	£275
A25 SRW	£275
SRZ 1265	£75
SRZ 1361	£175
B23 SSB	£275
K31 SSO	£275
G22 SSY	£275
N60 SUL	£175
P888 SUL	£175
A26 SUN	£275
K600 SUS	£175
SXZ 2053	£75
SXZ 2124	£175
K121 TAB	£175
P21 TAC	£175
P54 TAD	£75
N25 TAF	£175
P24 TAJ	£275
H24 TAL	£275
R27 TAL	£275
N27 TAP	£275
L400 TAP	£175
P121 TAS	£175
K21 TAT	£275
N333 TCH	£275
TGZ 1581	£175
K28 THE	£275
THZ 1829	£75
TIG 1697	£175
K121 TJB	£275
TJZ 252	£275
H21 TNY	£275
A26 TNY	£175
N653 TOD	£175
N21 TOP	£275
P24 TOP	£175
AS05 TOR	£275
P121 TOR	£175
L111 TPH	£75
P111 TRH	£75
TRZ 1348	£175
TRZ 1349	£175
TRZ 1352	£75
K28 TTH	£275
N121 TTS	£275
P28 TTT	£275
A19 TTY	£275
C23 UBB	£275
D23 UDS	£275
UIG 1216	£75
F21 UNA	£275
URZ 2234	£75
URZ 3274	£49
T29 USA	£175
E24 VEE	£275
P21 VEN	£275
N900 VET	£175
VIG 1027	£75
K31 VOS	£175
VRZ 3282	£75
VRZ 3283	£75
VRZ 3284	£75
N27 WAG	£175
P321 WAG	£175
G007 WAN	£275
R24 WAY	£275
K121 WAY	£175
F21 WBA	£275
A23 WBA	£275
N21 WED	£275
P24 WED	£175
R121 WED	£75
S900 WED	£175
R31 WEL	£275
L010 WES	£275
N121 WES	£275
WEZ 7800	£275
WHZ 1019	£275
WIG 161	£375
WIG 2585	£175
WIG 2586	£75
R31 WYN	£275
XIG 3678	£49
YHZ 1490	£49
YHZ 1491	£75
YUI 1425	£75
YUI 1479	£49
K24 YYE	£275
TW02 ZAC	£275

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68 BUYER'S GUIDE **MERCEDES GLS** Great but costly all-rounder

70 3-CAR GARAGE **HONDA HEROES** Three for price of one Civic

BUYING CARS

THE COLOUR OF YOUR MONEY

PAUL BARKER

Auto Express's editor ponders the price of paint, and how mica and metallic mark-ups are leaving car buyers in the shade over the true cost

> "UNLESS YOU WANT YOUR QASHQAI IN RED, YOU'LL NEED TO BUDGET ANOTHER £745 ABOVE THE LIST PRICE TO COVER THE PAINT"

CHOOSING a new car is an exciting time, especially if you're an enthusiast.

But, when comparing prices of similar models, it's easy to forget additional costs that may skew the price for one car over another – and I'm not talking about going crazy on the options list and spending thousands on upgraded audio systems or the biggest wheels (which are normally not advisable on ride quality grounds anyway!).

I mean something as basic as the colour you choose, and how wide the gaps are for the price of the paint on your car. We're not thinking of top-end premium cars, either – Maserati will happily take £18,000 from you in exchange for a matte paint job on your new Granturismo Folgore, for example – but mainstream regular models.

It's entirely likely that anyone shopping for a new Nissan Qashqai might also have a Skoda Karoq on their shortlist. Unless you want your Qashqai in red, you'll need to budget another £745 above the list price to cover the paint, whereas you can have your Skoda in any one of five colours including a pearl finish and so-called Exclusive Meteor Grey completely free of charge. Even the optional bright red or orange finishes are only £410. So, if you're not having your Qashqai in red, the cost of the Nissan has jumped up by £335 – and most likely more than £700 – versus the Skoda.

But it's not just Nissan. There are big differences between brands. A quick glance through various online configurators shows that SEAT, for example, charges no extra for whatever colour you choose on a new Ateca, while Volkswagen does the same on eight of the Tiguan's nine colours, with only the £1,310 'Exclusive' paint job costing extra.

Audi doesn't follow its VW Group siblings in their paint generosity, either, with the Q3 only offered in white for free, and everything else another £575, apart from the custom £4,000 paint job. You pay for a premium badge, obviously. Likewise on the BMW X3, the 26 alternatives to white cost between £875 and £4,585.

Ford, meanwhile, wants another £800 for any Kuga that isn't painted white, while Vauxhall's Grandland at least comes in a more appealing metallic black as the free colour, with everything else costing £650.

Even if you're not buying outright, these costs immerse themselves in your monthly rates. So whatever car you're looking at, don't get distracted by the shiny colours – and make sure you're not in the dark about what your favourite shade will cost you.

DRIVER POWER

OWNER VIEWS ON THE UK'S BEST CARS

MPG AND RUNNING COSTS

YOU SAID "For much of the year I can run my car for free because I charge it from my solar panels. I love the thought that it produces no tailpipe emissions."

> "The software updates feel like Christmas. I discover new functions every few weeks, which is exciting."

INFOTAINMENT AND ELECTRICS

YOU SAID "Over-the-air software updates work seamlessly, the touchscreen is responsive and everything is where you would expect it to be. I also like the way the car syncs with my phone; the app really is really brilliant."

PRACTICALITY AND SPACE

YOU SAID "The interior feels very spacious, but it's a shame that UK customers can't buy a seven-seat version except in top-spec form. With just five seats though, there's plenty of boot space available."

POSITION 15th

Tesla Model Y Mk1

Richard Dredge

TESLA has had a roller-coaster ride recently. People seem to either love or hate this firm that makes only EVs, but you can't deny the Model Y's popularity, because it still sells in vast numbers; in 2023 it was the world's best-selling vehicle, and so far it's the world's biggest-selling EV to date.

Based heavily on the Tesla Model 3, the Model Y is the highest-rated EV in our 2025 survey. However, there are only two other pure-EVs in there this year – the Tesla Model S and Model 3 – although some of the other cars in the top 50 are available in electric form.

The Model Y doesn't manage any first or second places, but comes third in a trio of categories: audio, interior storage, and the functioning of the safety systems, while the sat-nav is just one place behind.

Owners love the low servicing costs and acceleration, both rated sixth. Rear-seat legroom and boot space are ranked sixth, while the only other top-10 scores are visibility and sensitivity of the touchscreens (ninth) and drivetrain smoothness (10th). Interestingly, none of the nine cars that scored better for drivetrain smoothness are EVs.

The Model Y performed very badly in some areas, with owners ranking it towards the bottom of the table for value. It's the same for the interior and exterior design and quality, while owners also aren't impressed by the ride quality, steering or handling. They're more upbeat about the seat comfort (17th), the cabin versatility (12th) and the all-round visibility, which comes in at a reasonable 14th place.

> "I like how spacious and airy it feels – the glass roof is amazing. It's got all the gadgets that you'd expect, and is easy to drive."

RIDE AND HANDLING

YOU SAID "I love the instant acceleration, it cushions the worst of the bumps on the UK's broken roads, and the self-driving capabilities make light work of the longest journeys."

INTERIOR AND COMFORT

YOU SAID "The interior trim marks easily and feels cheap in some areas for a premium luxury car. Road noise is quite noticeable, especially at higher speeds, which spoils the otherwise quiet and comfortable driving experience, helped by having lots of head and legroom."

WHY DRIVER POWER IS IMPORTANT

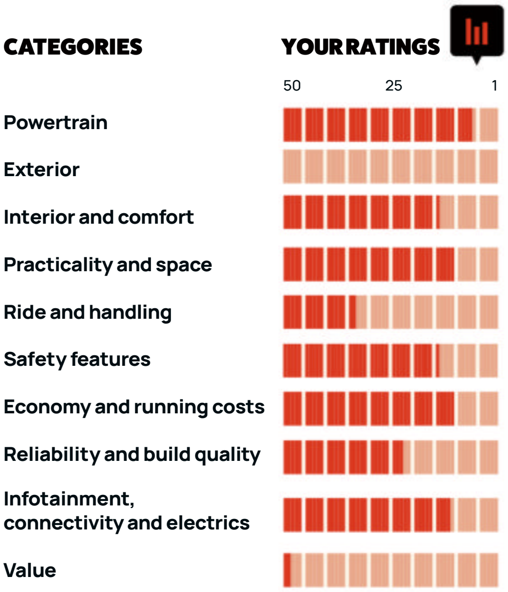
Every year thousands of owners share thoughts, opinions and experiences of the cars they own. This not only helps potential buyers, it also helps makers shape the new generation of cars. Make sure your voice is heard.

SCAN THE CODE TO TAKE THE SURVEY

Tell us about your car and you could be in with a chance of winning a £100 Amazon voucher

OVERALL SCORE 86.70%

USED PRICES FROM: £21,000 **YEARS:** 2020 to present **CO_2:** 0g/km **RANGE:** 311-387 miles **BEST OPTIONS:** Enhanced Auto-Pilot or Full Self-Driving, tow hitch (the Model Y is able to pull up to 1,600kg)



DATA BY CATEGORY

Bars illustrate 50-1 rankings per category. The longer the bar the better the car's ranking

YOUR VIEW

Reader comments reflecting how they feel about their car

> "When using cruise control, the car slows down when it perceives a problem, not just when there really is an issue."

> "The autonomous driving tech greatly alleviates the pressure of long-distance driving, and I love the large touchscreen."

> "I dislike the firm ride and inconsistent build quality, especially the wide panel gaps and disappointing cabin finish."

WANT ONE?

Scan the QR code to see offers on new Tesla Model Y's available right now

USED BUYER'S GUI

FROM £50,000 Luxury SUV offers stacks of equipment and a beautifully ap

Richard Dredge

MERCEDES was among the first premium car brands to offer an off-roader, when its G-Class was rolled out in 1979. With a focus on off-road driving, the G-Class is still in production in fourth-generation form, but it took almost two decades for the firm to launch its first road-biased SUV – the ML.

Since then, the company's product range has expanded to offer no fewer than 10 distinct SUV models, at the top of which sits the GLS, offering S-Class limo-like luxury with the high-riding driving position of an off-roader. As you'd expect, it's an impressive beast, with the current GLS showing huge improvements over its predecessor.

HISTORY

THE second-generation GLS, codenamed X167, went on sale in May 2019, with the first cars arriving in time for the 69-plate and priced from £73,995.

Initially, only one model was available (in three trim levels): the GLS 400 d had a 3.0-litre, six-cylinder diesel engine with 325bhp and 700Nm of torque. At the end of that year, the range was expanded for those who didn't care about economy: the 603bhp GLS 63 4MATIC + and the 550bhp Mercedes-Maybach GLS 600 4MATIC both had a twin-turbo 4.0-litre V8 with mild-hybrid tech.

Things ticked over until spring 2023, when a facelifted GLS was unveiled; those cars reached UK showrooms in October that year. As well as updated styling there was new rear lighting, new paint finishes, more standard equipment and extra options. The 400 d was also superseded by the 362bhp GLS 450 d with the same engine as before, but now backed up by a mild-hybrid system.

WHICH SHOULD I BUY?

THE AMG and Maybach editions are truly special, but with starting prices of around £140k and £170k when new, they're understandably in short supply on the used market. They're superb to drive, but their running costs are punishing.

That's why we'd stick with the diesel option, which is more readily available. Yet even these more mainstream editions are unusual on the used market, so you might have to hunt for the perfect car.

All GLSs are seriously luxurious, with even the entry-level models coming with surround view, a panoramic sunroof, adaptive LED headlights, a Burmester surround sound system, heated front and rear seats, seven electrically adjustable seats and multi-zone climate control with three modes.

PRICES

THE bottom line for a GLS Mk2 is £50,000, which buys a 2020 AMG Line Premium with 50,000 miles on the clock. This is by far the most popular trim, and while you might get lucky and find one at £50k, most are priced upwards of £55k.

Spend £60,000, and a 71-plate 35,000-mile AMG Line Premium Plus could be yours – but you'll need deeper pockets to buy one of the facelifted models. These are given away by the four-bar grille (earlier cars had two bars), and prices for these start at £90,000 for a 5,000-mile AMG Line Premium Plus on a 24-plate.

Find a reasonably high-mileage (50,000-plus) AMG GLS 63 and you can pay as little as £80,000 for it, but very few of these ultra-fast SUVs are priced below £100,000. We found a handful of Maybach editions, starting at £140,000, but prices generally run from £170,000 and can go up to £240,000. However, we spotted a 67-mile GLS 600 on a 74-plate for £180k, so it pays to shop around.

✓CHECKLIST

ON THE PULL

We suspect that not many people buy a GLS to tow, but all variations on the theme can pull up to 3,500kg, apart from the AMG 63 which is limited to 3,300kg. Most GLSs come with a towbar fitted at the factory.

KEEP IN TRIM

The GLS's initial trim line-up consisted of AMG Line, AMG Line Premium, and AMG Line Premium Plus, but after a couple of years it was slimmed down to the Night Edition and Night Edition Executive.

COMMON FAULTS

There don't seem to be any fault patterns in the UK, but US GLS forums have some tales of woe because of glitchy electrics and electronics. Dealers can struggle to fix some problems, so check everything works before you buy.

TYRED OUT

Some owners have reported getting little more than 10,000 miles before their GLS needs new tyres. Check how much tread is left, because a new set of tyres can easily run to £1,200.

ON THE ROAD
Dynamics aren't the most obvious strong point when you're looking at a big SUV, but the GLS acquits itself well, despite the most prestigious models in the range weighing in excess of three tonnes

ONLINE VALUATION TOOL
Head over to our valuation tool to check prices on a specific model.

PRACTICALITY
The luggage bay of the GLS is massive with the rear bench folded down. And even with the rearmost row of seats in place, it can still swallow up to 470 litres,

BUY THROUGH AUTO EXPRESS!
Scan the code to view used Mercedes GLSs for sale now

DE Mercedes GLS Mk2

pointed cabin, but it doesn't come cheap, even as a second-hand model

STYLING
Bluff and bold, the GLS isn't the most delicate of cars, but it certainly has a distinctive road presence

RUNNING COSTS

WITH a kerbweight of at least 2.7 tonnes (the Maybach edition weighs just over three), you'll need deep pockets to run a GLS. You'll be doing well to get more than 30mpg from the standard diesel, while the AMG and Maybach editions are likely to return less than 20mpg overall.

Some GLS 400 ds are in insurance group 47, but most, including all 450 ds, are in group 50, while the road tax will set you back £620 per year until the car's sixth birthday. Maintenance costs aren't too punishing, with the schedule set at either every 12 months or every 10,000 miles.

Services alternate between Minor and Major, which are pegged at £375 and £448, while a replacement air filter costs £65 and a fuel filter change is priced at £110; fresh brake fluid every other year costs £100.

RECALLS

THE GLS is a complex car, but 15 recalls in four years is still a poor record for such a premium model.

The first came as early as January 2020 because the rear window trim of the earliest cars could come adrift. There would be another campaign for the same problem in 2022. Then, in 2021, came recalls because of problematic high-voltage wiring harnesses, sub-standard dashboards, faulty e-call software, incorrectly installed air-con hoses and poorly made seats.

Further recalls in 2022 included actions for coolant leaks, faulty ECU software and poor earthing connections, along with sub-standard retaining mechanisms for the third row of seats. Faulty fuel pumps and glitchy transmission software were other recall reasons.

ON THE ROAD

WHEN a car is this big and heavy, it's never going to be nimble, but gizmos galore ensure that the GLS hides its bulk reasonably well. Performance is superb; even the slowest GLS (the 400d) can do 0-62mph in 6.3 seconds with a 148mph top speed, while the AMG 63 slashes the 0-62mph time to just 4.2 seconds.

Air suspension with adaptive damping is standard across the range, and this improves ride comfort as well as refinement – both of which are superb. Where fitted, the E-Active Body Control transforms the GLS's agility and is well worth seeking out.

RUNNING COSTS
No GLS will be cheap to own, but the 400d will be the least expensive and servicing costs are reasonable

ALTERNATIVES

THE GLS is up against only the most luxurious full-sized SUVs, including the Range Rover, which is far more readily available and has a glorious cabin; plus in Mk5 form (from 2022), there's a seven-seat edition. The Audi Q7 and Volvo XC90 have always had three rows of seats and these are much more plentiful, and available for less money, but they don't feel as special. They're still capable and desirable, though.

The X7 is BMW's flagship SUV. It arrived at the same time as the GLS, but is more common. You should also consider the Bentley Bentayga, which is fast and beautifully built, plus there are plenty on the second-hand market.

FAMILY FRIENDLY
The GLS is offered as both a six and a seven-seater, with the second row consisting of either a three-seat bench, or two individual captain's-style chairs

INTERIOR

AS soon as you climb aboard you can see why the GLS is so costly. It's crammed with the latest tech, and there are expensive materials everywhere. There are six and seven-seat configurations (the former has two in the middle row) and everyone has plenty of head and legroom, while boot space is generous. With all seven seats in use, the boot can stow 470 litres, or 355 litres for facelifted cars.

Individual
Sport
Comfort
Eco

DRIVER POWER

THE GLS has never appeared in a Driver Power survey, but this year Merc's GLE came first. This is closely related to the GLS, so when you bear in mind that running costs aside (in 26th place), the worst score achieved in the headline categories was third (for value), that's great news. There were first places for the GLE's powertrain, interior, exterior, safety features, quality, reliability and infotainment – and the GLS arguably performs even better in most of these areas.

AEX VERDICT ★★★★☆

NOBODY considers ownership of a car like the GLS without their eyes fully open, so they know that it'll be expensive to buy, own and run. With this in mind, it's hard to be critical of what is objectively one of the world's best all-round vehicles.

Luxurious, comfortable, safe, swift and capable of carrying seven adults in comfort, this is a car that do pretty much anything you like without it breaking into a sweat. That includes towing, as well as reasonably serious off-roading – not that any GLS owner is likely to do that. But you don't have to challenge a GLS too much to appreciate just what a fabulous piece of engineering it is.

HONDA HR-V Mk2

£11,750

1

THE original HR-V was a bit of a wacky thing, being offered in a three-door bodystyle. But the second-generation model that arrived in 2013 was much more contemporary with a design that aped the Civic of the time. The one we've found comes with a 1.5-litre four-cylinder engine with a manual gearbox that should have a typically lovely Honda gearshift. This mid-range SE model also has an uprated hi-fi, dual-zone climate control, power-fold mirrors, all-round parking sensors and some extra driver-assistance systems.

IF a family-friendly HR-V appeals to you, then scan the QR code to check out the vast choice of used models for sale at Auto Express's network of trusted dealers.

"It comes with a 1.5-litre engine and a manual gearbox that should have a typically lovely Honda gearshift"

3 CAR GARAGE

Honda Jazz, CR-V and HR-V for the price of a new Civic

By Alastair Crooks

A brand-new Civic will cost you at least £35,000, or you could have this three-Honda garage for very similar money...

WITH a smooth hybrid powertrain and a classy cabin, we like the latest Honda Civic here at Auto Express - although at £35,000 it's on the expensive side for a family hatch. For that kind of money, you could put together an appealing collection of three different Hondas: the family-friendly CR-V SUV, the surprisingly spacious Jazz supermini and the hybrid HR-V. Here's how...

HONDA JAZZ Mk4

£12,707

2

THERE'S a lot to like about the current Honda Jazz - although given its surprisingly steep new list price, used alternatives such as this EX hybrid model we've found make more sense. This example is only five years old and has covered 70,000 miles, but we wouldn't worry, because the Jazz scores highly for reliability in our Driver Power survey. It might not be the most fun supermini to drive, but with light steering and great all-round visibility, the Jazz is super-easy to navigate around town – and we can't forget those wonderfully innovative folding 'magic' rear seats that boost the car's practicality so much.

FANCY a Jazz and its impressive reliability? Scan the QR code to check out hundreds of listings of similar cars at Auto Express's network of trusted dealers.

"It has covered 70,000 miles but we wouldn't worry – the Jazz scores highly in our Driver Power survey"

HONDA CR-V Mk4

£9,780

3

IF you're after a well built, classy and refined family SUV, then the CR-V is a great choice. The fourth-generation model we've found here features a dependable 2.0-litre four-cylinder petrol engine and an automatic gearbox. Thanks to its 12.3-second 0-62mph time, It won't set your pulse racing, but it's fairly frugal with a 37.7mpg combined figure. The CR-V should be reliable, and being a mid-size SUV, it has plenty of space inside – including an impressive 589-litre boot.

SCAN the QR code to check out hundreds of listings of practical SUVs at Auto Express's network of trusted dealers.

"The CR-V should be reliable, and being a mid-size SUV, it has plenty of space inside, plus a 589-litre boot"

NEW CAR PRICES

HOW OUR GUIDE WORKS

PERFORMANCE: This is the manufacturer's claimed acceleration time for a car, and is measured from 0-60mph or 0-62mph (0-100km/h), in seconds.

ECONOMY/EMISSIONS/RANGE: Combined WLTP economy in miles per gallon, emissions in grams per kilometre of CO2 and maximum claimed range for EVs. Figures are achieved in the latest WLTP tests, but will vary according to equipment and are unlikely to be representative of everyday efficiency.

INSURANCE: Group rating as quoted by the Association of British Insurers.

WARRANTY: Next to each manufacturer's name is the basic warranty period in months and miles for the mechanical parts. EVs and hybrids will have dedicated battery cover.

LIST PRICE: This is the on-the-road figure and includes VAT, delivery to dealer, the first 12 months' of emissions-based road tax, number plates and first registration.

WILL IT FIT? Is your garage big enough? Our measurements show the length and width of each model, but remember estate and performance variants may be bigger.

DRIVER POWER POSITION: Auto Express's survey canvasses results from tens of thousands of motorists. Models are rated by drivers, then ranked against others on sale in the UK. The lower the number, the higher the score a model achieved.

ROAD TAX: When a car is first registered, its first year's road tax is included in the price. This is emissions-based, with cars falling into one of 13 bands as follows:

0g/km: £10 **1-50g/km:** £110 **51-75g/km:** £130 **76-90g/km:** £270 **91-100g/km:** £350 **101-110g/km:** £390 **111-130g/km:** £440 **131-150g/km:** £540 **151-170g/km:** £1,360 **171-190g/km:** £2,190 **191-225g/km:** £3,300 **226-255g/km:** £4,680 **255g/km and above:** £5,490

After 12 months, it's the owner's responsibility to tax their vehicle. All cars are now levied at the same rate whether they're electric, hybrid, petrol or diesel. The standard rate is £195, while cars costing more than £40,000 face an additional charge that increases the annual rate to £620. After five years, these models revert to the lower rates.

EURO NCAP RATING: At the start of each model is its Euro NCAP crash test safety rating (if available). The maximum score is five stars, although the test has been made tougher over the years, so ratings aren't comparable between vehicles and expire after six years.

PICK-UP TRUCKS: The models listed here pay a flat rate of road tax, at £355 per year.

ABARTH

Dealers: 82 **Warranty:** 3 yrs/60000 mls

500e - 3673x1682mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
42kWh (152) auto 500e	164	7.0	0	23	£29975
42kWh (152) auto 500e Turismo	157	7.0	0	23	£33975

500C: add £3000

695 - 3657x1627mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.4 T-Jet (180) 75th Anniversario	39.2	6.7	162	35	£32195

600e - 4187x1779mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
54kWh (240) auto 600e	200	6.2	0	35	£36975
54kWh (280) at 600e Scorpionissima	200	5.9	0	36	£39875

ALFA ROMEO

Dealers: 55 **Warranty:** 3 yrs/unlimited mls

Giulia - 4643x1873mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (280) auto Sprint	39.2	5.7	162	24	£42325
2.0T (280) auto Veloce	38.2	5.7	167	34	£47325
2.0T (280) auto Tributo	38.2	5.7	167	34	£50925
2.9 V6TT (520) auto Quadrifoglio	27.7	3.9	231	46	£86885

Junior - 4173x1781mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 Hybrid (136) auto Ibrida	58.9	8.9	109	N/A	£28100
54kWh (156) auto Junior	247	9.0	0	23	£33895
54kWh (156) auto Speciale	254	9.0	0	23	£35695
54kWh (280) auto Veloce	200	6.0	0	34	£42295

Tonale - 4528x1841mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5T Hybrid (160) auto Sprint	49.6	8.8	129	28	£37405
1.5T Hybrid (160) auto Veloce	48.7	8.8	130	29	£42405
1.3T PHEV (280) auto Sprint Q4	201.8	6.2	30	37	£44585
1.3T PHEV (280) auto Veloce Q4	201.8	6.2	30	37	£49585

Stelvio - 4687x1903mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (280) auto AWD Sprint	33.6	5.7	191	30	£50400
2.0T (280) auto AWD Veloce	33.2	5.7	192	30	£55400
2.0T (280) auto AWD Tributo	32.1	5.7	199	30	£59000
2.9 V6TT (510) at AWD Q'foglio	23.9	3.8	267	50	£95890
2.2D (210) auto AWD Sprint	46.3	6.6	160	30	£47030
2.2D (210) auto AWD Veloce	46.3	6.6	160	30	£52030
2.2D (210) auto AWD Tributo	44.1	6.6	167	30	£55630

ALPINA

Dealers: 7 **Warranty:** 3 yrs/60000 mls

D3 S - 4723x1827mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0TT (355) auto AWD saloon	39.2	4.6	188	50	£69350
3.0TT (355) at AWD Touring	39.2	4.8	188	50	£70250

B3 GT - 4725x1827mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0TT (529) auto AWD saloon	26.6	3.4	241	50	£91640
3.0TT (529) auto AWD Touring	26.6	3.5	241	50	£92740

D4 S - 4792x1850mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0TT (355) at AWD Gran Coupe	39.2	4.8	188	50	£71400

B4 GT - 4800x1850mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0TT (495) at AWD Gran Coupe	26.6	3.5	241	50	£93740

B8 - 5092x1932mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
4.4 V8TT (634) auto Gran Coupe	23.9	3.3	268	50	£191300

XD3 - 4715x1897mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0TT (355) auto XD3	36.7	4.9	202	50	£72000

XB7 - 5195x2000mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
4.4 V8TT (621) auto XB7	22.1	4.2	289	50	£169645

ALPINE

Dealers: 7 **Warranty:** 3 yrs/60000 mls

A290 - 4181x1798mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
52kWh (180) auto A290 GT	236	7.4	0	27	£33500
52kWh (180) at A290 GT Performance	236	7.4	0	29	£36000
52kWh (220) auto A290 GTS	226	6.4	0	29	£37500

A110 - 4181x1798mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.8T (252) auto A110	42.2	4.5	152	44	£55160
1.8T (300) auto A110 GT	41.5	4.2	154	44	£66170
1.8T (300) auto A110 S	40.9	4.2	156	46	£68170
1.8T (300) auto A110 R Turini	41.5	4.0	156	46	£92710

ARIEL

Dealers: N/A **Warranty:** 1 yr/unlimited mls

Atom - 3410x1798mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 (245) Atom 3.5	N/A	2.7	N/A	N/A	£32394

Nomad - 3215x1850mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.4 (235) Nomad	N/A	3.4	N/A	N/A	£33500

ASTON MARTIN

Dealers: 20 **Warranty:** 3 yrs/unlimited mls

DBX - 5039x1998mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
4.0 V8TT (707) auto DBX707	19.9	3.3	323	50	£205000

Vantage - 4465x1949mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
4.0 V8TT (665) auto Vantage	23.3	3.5	274	50	£165000
4.0 V8TT (535) auto Vantage F1 Ed	24.3	3.6	264	50	£156000
4.0 V8TT (510) auto Roadster	24.3	3.8	263	50	£138000
4.0 V8TT (535) at Roadster F1 Ed	24.3	3.7	264	50	£163000

DB12 - 4725x2060mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
4.0 V8TT (680) auto DB12	23.2	3.6	276	50	£191000
4.0 V8TT (680) auto DB12 Volante	23.2	4.1	276	50	£204500

Vanquish - 4850x1980mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
5.2 V12TT (835) auto Vanquish	20.7	3.3	312	50	£334000
5.2 V12TT (835) at Vanquish Volante	N/A	3.4	N/A	50	£361000

AUDI

Dealers: 118 **Warranty:** 3 yrs/60000 mls

A1 Sportback - 4029x1740mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 (95) 25 TFSI Sport	52.3	11.0	124	19	£24030
1.0 (95) 25 TFSI S line	51.4	11.0	126	19	£25980
1.0 (95) 25 TFSI auto Sport	50.4	11.5	127	19	£25070
1.0 (95) 25 TFSI auto S line	49.6	11.5	129	19	£27020
1.0 (110) 30 TFSI Sport	51.4	9.7	124	19	£24765
1.0 (110) 30 TFSI S line	50.4	9.7	127	19	£26715
1.0 (110) 30 TFSI auto Sport	50.4	9.8	127	19	£25805
1.0 (110) 30 TFSI auto S line	49.6	9.8	129	19	£27755
1.5 (150) 35 TFSI auto S line	49.6	8.1	128	25	£28780

Black Edition: add £2275 to S line

A3 Sportback - 4343x1984mm
Euro NCAP: ★★★★★ **Driver Power:** 36th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 (116) 30 TFSI Sport	50.4	9.7	127	17	£29725
1.5 (116) 30 TFSI S line	48.7	9.7	133	18	£32105
1.5 (116) 30 TFSI auto Sport	53.3	9.9	121	16	£31275
1.5 (116) 30 TFSI auto S line	50.4	9.9	127	18	£33555
1.5 (150) 35 TFSI Sport	50.4	8.4	128	22	£30780
1.5 (150) 35 TFSI S line	47.9	8.4	134	22	£33160
1.5 (150) 35 TFSI auto Sport	53.3	8.1	121	23	£32285
1.5 (150) 35 TFSI auto S line	50.4	8.1	127	23	£34565
1.5 (204) 40 TFSI e auto Sport	941.6	7.4	7	25	£39290
1.5 (204) 40 TFSI e auto S line	706.2	7.4	9	26	£41570
2.0 TFSI (333) quat at S3 Black Ed	33.6	4.7	191	33	£48055
2.5 TFSI (400) quattro auto RS 3	30.4	3.8	211	36	£61190
2.0 (150) 35 TDI auto Sport	57.6	8.1	128	23	£34185
2.0 (150) 35 TDI auto S line	55.4	8.1	134	24	£36565

Black Edition: add £1700 to S line (not 30 TFSI) **Carbon Black:** add £4650 to RS 3 **Vorsprung:** add £5475 to S3 Black Edition, add £7250 to RS 3

A3 Saloon - 4495x1984mm
Euro NCAP: ★★★★★ **Driver Power:** 36th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 (116) 30 TFSI Sport	52.3	9.7	124	18	£30300
1.5 (116) 30 TFSI S line	49.6	9.7	129	18	£32580
1.5 (116) 30 TFSI auto Sport	54.3	9.9	119	17	£31850
1.5 (116) 30 TFSI auto S line	52.3	9.9	123	18	£34130
1.5 (150) 35 TFSI Sport	51.4	8.4	125	22	£31300
1.5 (150) 35 TFSI S line	49.6	8.4	130	22	£33580
1.5 (150) 35 TFSI auto Sport	54.3	8.1	119	23	£32850
1.5 (150) 35 TFSI auto S line	52.3	8.1	123	23	£35130
2.0 TFSI (333) quat at S3 Black Ed	35.3	4.7	183	33	£48065
2.5 TFSI (400) quattro auto RS 3	31.0	3.8	207	36	£62190
2.0 (150) 35 TDI auto Sport	58.9	8.1	125	24	£34750
2.0 (150) 35 TDI auto S line	56.5	8.1	131	24	£37030

Black Edition: add £1700 to S line
Carbon Black: add £4650 to RS 3
Vorsprung: add £5475 to S3 add £7250 to RS 3

A5 - 4829x1860mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 TFSI (150) auto Sport	42.2	9.8	155	23	£42660
2.0 TFSI (150) auto S line	41.5	9.8	154	24	£44810
2.0 TFSI (204) auto Sport	42.2	7.8	155	30	£45000
2.0 TFSI (204) auto S line	41.5	7.8	155	31	£47150
3.0 V6 TFSI (367) quat at S5 Edition 1	37.2	4.5	173	42	£68730
2.0 TDI (204) auto Sport	58.9	7.7	127	32	£47200
2.0 TDI (204) auto S line	58.9	7.7	127	32	£49350
2.0 TDI (204) quattro auto Sport	56.5	6.9	133	34	£48775
2.0 TDI (204) quattro auto S line	55.4	6.9	133	34	£50925

Edition 1: add £5000 to S line

A5 Avant - 4829x1860mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 TFSI (150) auto Sport	41.5	9.8	155	24	£44560
2.0 TFSI (150) auto S line	40.9	9.8	157	24	£46710
2.0 TFSI (204) auto Sport	41.5	7.8	157	30	£46900
2.0 TFSI (204) auto S line	40.9	7.8	159	31	£49050
3.0 V6 TFSI (367) quat at S5 Edition 1	36.2	4.5	177	43	£70600
2.0 TDI (204) auto Sport	57.6	7.7	129	32	£49100
2.0 TDI (204) auto S line	57.6	7.7	130	32	£51350
2.0 TDI (204) quattro auto Sport	55.4	6.9	134	34	£50675
2.0 TDI (204) quattro auto S line	55.4	6.9	135	34	£52825

Edition 1: add £5000 to S line

A6 - 4939x1886mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 (299) 50 TFSI e quat auto Sport	256.8	6.2	27	27	£60010
3.0 V6 TDI (344) quat at S6 Black	40.4	5.0	184	44	£74620

S line: add £2635 to Sport
Black Edition: add £2425 to S line
Vorsprung: add £14400 to S6 Black Edition

A6 Avant - 4939x1886mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
4.0 TFSI (600) quattro at RS 6 perf	22.4	3.6	286	50	£120165
3.0 V6 TDI (344) quat at S6 Black	39.2	5.1	189	44	£76990

Vorsprung: add £14400 to S6 Black Edition **Carbon Black:** add £8950 to RS 6 **Carbon Vorsprung:** add £17400 to RS 6

A6 Sportback e-tron - 4928x1923mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
83kWh (326) auto Sport	384	6.0	0	43	£62530
83kWh (326) auto S line	383	6.0	0	43	£66030
100kWh (380) auto Sport perf	464	5.4	0	44	£69930
100kWh (380) auto S line perf	463	5.4	0	44	£73430
100kWh (462) quattro auto Sport	440	4.5	0	48	£75030
100kWh (462) quattro auto S line	439	4.5	0	50	£78530
100kWh (551) quattro at S6 Edition 1	407	3.9	0	50	£97530

Edition 1: add £5000 to S line

A6 Avant e-tron - 4928x1923mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
83kWh (326) auto Sport	364	6.0	0	43	£64330
83kWh (326) auto S line	362	6.0	0	43	£67830
100kWh (380) auto Sport perf	437	5.4	0	44	£71730
100kWh (380) auto S line perf	436	5.4	0	44	£75230
100kWh (462) quattro auto Sport	418	4.5	0	48	£76830
100kWh (462) quattro auto S line	415	4.5	0	50	£80330
100kWh (551) quattro at S6 Edition 1	391	3.9	0	50	£99330

Edition 1: add £5000 to S line

A7 Sportback - 4969x1908mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 (265) 45 TFSI quat auto Sport	36.2	6.2	177	40	£61280
2.0 (204) 40 TDI quat auto Sport	48.7	7.0	152	40	£59020

S line: add £2300 to Sport
Black Edition: add £2800 to S line

e-tron GT - 4990x1960mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
105kWh (680) quattro auto S	375	3.4	0	50	£107770
105kWh (857) quattro auto RS	368	2.8	0	50	£126370
105kWh (857) quat at RS Carbon Bl	369	2.8	0	50	£138870
105kWh (925) quat at RS perf	365	2.5	0	50	£142870
105kWh (925) quat at RS perf Carbon	365	2.5	0	50	£155370

Vorsprung: add £22900 to S, add £11000 to RS Carbon Black

A8 - 5172-5302x1945mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 V6 (340) 55 TFSI quat at Sport	31.0	5.6	206	29	£86645
3.0 V6 (462) 60 TFSI e qt at Sport	148.7	4.9	42	50	£94430
3.0 V6 (462) 60 TFSI e qt at Sport L	148.7	4.9	43	50	£98430
4.0 V8 TFSI (571) quat at S8 Black	24.6	3.8	260	50	£116485
3.0 (286) 50 TDI quat auto Sport	40.4	5.9	185	29	£83910
3.0 (286) 50 TDI quat auto Sport L	39.8	5.9	185	29	£87910

S line: add £4250 to Sport
Black Edition: add £2300 to S line
Vorsprung: add £10750 to S8

Q2 - 4191x1794mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 (116) 30 TFSI Sport	49.6	10.5	131	14	£29765
1.0 (116) 30 TFSI S line	47.9	10.5	134	14	£32215
1.5 (150) 35 TFSI Sport	47.9	8.6	133	20	£31575
1.5 (150) 35 TFSI S line	47.9	8.6	133	20	£34025
1.5 (150) 35 TFSI auto Sport	46.3	8.6	138	20	£33125
1.5 (150) 35 TFSI auto S line	46.3	8.6	138	20	£35575
2.0 TFSI (300) quat at SQ2 Black Ed	34.4	4.9	186	37	£46820

Black Edition: add £1700 to S line
Vorsprung: add £3850 to SQ2

Q3 - 4484x1849mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 (150) 35 TFSI Sport	43.5	9.5	148	24	£34480
1.5 (150) 35 TFSI S line	43.5	9.5	148	24	£37240
1.5 (150) 35 TFSI auto Sport	43.5	9.4	148	24	£36060
1.5 (150) 35 TFSI auto S line	43.5	9.4	148	24	£38820
2.0 (190) 40 TFSI quattro at S line	34.9	7.3	184	31	£41745
2.0 (245) 45 TFSI quattro at S line	32.8	5.8	196	35	£44200
1.4 (245) 45 TFSI e auto S line	176.6	7.3	36	31	£44550
2.0 (150) 35 TDI auto Sport	52.3	9.3	142	25	£37660
2.0 (150) 35 TDI auto S line	52.3	9.3	142	25	£40420
2.0 (200) 40 TDI quattro at S line	42.8	7.3	174	25	£42845

Black Edition: add £2050 to S line

Q3 Sportback - 4484x1849mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 (150) 35 TFSI Sport	42.8	9.5	149	24	£36040
1.5 (150) 35 TFSI S line	42.8	9.5	149	24	£38390
1.5 (150) 35 TFSI auto Sport	42.8	9.5	149	24	£37620
1.5 (150) 35 TFSI auto S line	42.8	9.5	149	24	£39970
2.0 (190) 40 TFSI quattro at S line	36.7	7.3	175	31	£42895
2.0 (245) 45 TFSI quattro at S line	32.8	5.8	195	35	£45350
1.4 (245) 45 TFSI e auto S line	176.6	7.3	36	32	£45700
2.0 (150) 35 TDI auto Sport	51.4	9.3	143	25	£38810
2.0 (150) 35 TDI auto S line	51.4	9.3	143	25	£41145
2.0 (200) 40 TDI quattro at S line	44.8	7.3	164	25	£43995

Black Edition: add £2050 to S line

Q4 e-tron - 4588x1865mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
55kWh (170) 35 e-tron auto Sport	215	9.0	0	N/A	£48475
82kWh (286) 45 e-tron auto Sport	342	6.7	0	36	£51270
82kWh (286) 45 e-tron qt at Sport	320	6.6	0	37	£52700
82kWh (340) 55 e-tron qt at Sport	320	5.4	0	39	£57650

S line: add £2550
Black Edition: add £4800

Q4 Sportback e-tron - 4588x1865mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
55kWh (170) 35 e-tron auto Sport	221	9.0	0	N/A	£49525
82kWh (286) 45 e-tron auto Sport	351	6.7	0	36	£52770
82kWh (286) 45 e-tron qt at Sport	327	6.6	0	37	£54200
82kWh (340) 55 e-tron qt at Sport	327	5.4	0	39	£59150

S line: add £2550
Black Edition: add £4800

Q5 - 4663x1893mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 (265) 45 TFSI quattro at Sport	33.6	6.1	191	31	£49415
2.0 (265) 45 TFSI quattro at S line	33.6	6.1	191	31	£51565
2.0 (299) 50 TFSI e quat at Sport	188.3	6.1	35	40	£55105
2.0 (299) 50 TFSI e quat at S line	188.3	6.1	35	41	£57255
2.0 (204) 40 TDI quattro at Sport	44.8	7.6	165	31	£48210
2.0 (204) 40 TDI quattro at S line	44.8	7.6	165	31	£50775
3.0 V6 TDI (341) quat at SQ5 Black	34.9	5.1	213	N/A	£65865

Black Edition: add £2500 to S line
Vorsprung: add £12000 to SQ5

Q5 Sportback - 4663x1893mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 (265) 45 TFSI quattro at Sport	33.6	6.1	192	38	£51865
2.0 (265) 45 TFSI quattro at S line	33.6	6.1	192	38	£54015
2.0 (299) 50 TFSI e quat at Sport	188.3	6.1	36	40	£57555
2.0 (367) 50 TFSI e quat at S line	188.3	6.1	36	41	£59705
2.0 (204) 40 TDI quattro at Sport	44.8	7.6	166	35	£50660
2.0 (204) 40 TDI quattro at S line	44.8	7.6	166	35	£53225
3.0 V6 TDI (341) quat at SQ5 Black	34.4	5.1	214	N/A	£68315

Black Edition: add £2500 to S line
Vorsprung: add £12000 to SQ5

Q6 e-tron - 4771x1939mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
83kWh (252) auto Sport	326	7.0	0	44	£59975
83kWh (252) auto S line	300	7.0	0	45	£62975
83kWh (252) auto Edition 1	301	7.0	0	47	£67975
100kWh (306) auto Sport perf	393	6.7	0	45	£63475
100kWh (306) auto S line perf	361	6.7	0	47	£66475
100kWh (306) auto Edition 1 perf	363	6.7	0	48	£71475
100kWh (388) quattro auto Sport	382	5.9	0	46	£68975
100kWh (388) quattro auto S line	349	5.9	0	47	£71975
100kWh (388) quattro at Edition 1	350	5.9	0	48	£76975
100kWh (490) qt at SQ6 Edition 1	360	4.4	0	50	£92950

Q7 - 5052x1968mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 V6 (340) 55 TFSI quat at S line	26.9	5.9	238	41	£70005
3.0 V6 (394) 55 TFSI e quat at S line	217.3	5.7	29	41	£75520
4.0 V8 TFSI (507) qt at SQ7 Black	23.3	4.1	276	50	£92560
3.0 V6 (231) 45 TDI quat at S line	34.9	7.3	213	41	£67575
3.0 V6 (286) 50 TDI quat at S line	34.9	6.5	213	43	£70615

Black Edition: add £4550 to S line
Vorsprung: add £23200 to S line, add £18950 to SQ7

Q8 - 4986x1995mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 V6 (340) 55 TFSI quat at S line	27.2	5.6	235	45	£76995
3.0 V6 (394) 55 TFSI e quat at S line	217.3	5.7	30	41	£82695
4.0 V8 TFSI (507) qt at SQ8 Black	23.0	4.1	279	50	£98160
4.0 V8 TFSI (600) quattro at RS Q8	21.9	3.8	293	50	£120550
4.0 V8 TFSI (640) quat at RS Q8 perf	21.2	3.6	295	50	£135550
3.0 V6 (286) 50 TDI quat at S line	34.9	6.1	213	47	£76360

Black Edition: add £4550 to S line
Vorsprung: add £23800 to S line, add £19550 to SQ8, add £17800 to RS Q8 **Carbon Black:** add £10500 to RS Q8

BAC

Dealers: 1 **Warranty:** 1yr

Mono - 4952x1836mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.5 (305) Mono	N/A	2.7	N/A	N/A	£215000
2.5 (350) Mono R	N/A	2.5	N/A	N/A	£235000

BENTLEY

Dealers: 23 **Warranty:** 3 yrs/unlimited mls

Flying Spur - 5316x1988mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 V6 Hybrid (544) auto	85.6	4.3	75	50	£180400
3.0 V6 Hybrid (544) auto S	85.6	4.3	75	50	£201000
4.0 V8TT (550) auto	22.2	4.1	288	50	£175100
4.0 V8TT (550) auto S	22.2	4.1	288	50	£202400
4.0 V8 Hybrid (782) auto Speed	941.6	3.5	33	50	£239000

Bentayga - 5125x2010mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 V6 Hybrid (462) auto	83.1	5.3	68	50	£172600
3.0 V6 Hybrid (462) auto S	83.1	5.3	68	50	£195000
4.0 V8TT (550) auto	23.5	4.5	294	50	£172600
4.0 V8TT (550) auto S	21.7	4.5	294	50	£201500

Continental - 4895x1966mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
4.0 V8 Hybrid (680) auto GT	N/A	3.7	N/A	50	£202400
4.0 V8 Hybrid (782) at GT Conv	N/A	3.9	N/A	50	£222600
4.0 V8 Hybrid (782) auto GT Speed	217.3	3.2	29	50	£251000
4.0 V8 Hybrid (782) at GT Spd Conv	201.8	3.4	31	50	£272100

BMW

Dealers: 192 **Warranty:** 3 yrs/unlimited mls

1 Series - 4361x1800mm
Euro NCAP: N/A **Driver Power:** 17th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5T (170) 120 Sport	52.3	7.8	121	N/A	£31065
1.5T (170) 120 M Sport	52.3	7.8	122	N/A	£33065
2.0T (306) auto xDrive M135	36.7	4.9	174	N/A	£43000

2 Series Gran Coupe - 4526x1800mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5T (136) 218i M Sport	49.6	9.2	130	22	£33165
1.5T (136) auto 218i M Sport	49.6	9.1	129	22	£34650
2.0T (178) auto 220i M Sport	47.1	7.1	136	27	£37450
2.0T (306) auto xDrive M235i	39.8	4.9	162	36	£44050

3 Series - 4709x1827mm
Euro NCAP: ★★★★★ **Driver Power:** 24th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (184) auto 320i Sport	44.1	7.4	145	29	£40220
2.0T (184) auto 320i M Sport	43.5	7.4	146	29	£41470
3.0T (374) auto M340i xDrive	35.3	4.4	182	38	£59835
3.0TT (530) at M3 Comp xDrive	28.0	3.5	227	41	£85715
2.0T PHEV (292) auto 330e Sport	217.3	5.8	30	33	£46985
2.0T PHEV (292) at 330e M Sport	201.8	5.8	31	33	£48235
2.0T PHEV (292) at 330e xD Sport	188.3	5.8	33	34	£48535
2.0T PHEV (292) a 330e xD M Spt	188.3	5.8	34	34	£49785
2.0 (190) auto 320d Sport	58.9	6.9	127	30	£43200
2.0 (190) auto 320d M Sport	57.6	6.9	129	30	£44500
3.0 (340) auto M340d xDrive	47.1	4.6	158	42	£56420

3 Series Touring - 4709x1827mm
Euro NCAP: ★★★★★ **Driver Power:** 24th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (184) auto 320i Sport	42.2	7.6	152	29	£42430
2.0T (184) auto 320i M Sport	42.2	7.6	152	29	£43680
3.0T (374) auto M340i xDrive	34.0	4.6	187	38	£61635
3.0TT (510) at M3 Comp xDrive	27.4	3.6	233	41	£87945
2.0T PHEV (292) auto 330e Sport	201.8	5.8	31	33	£48785
2.0T PHEV (292) at 330e M Sport	201.8	5.8	31	33	£50035
2.0T PHEV (292) at 330e xD Sport	176.6	5.8	35	34	£50335
2.0T PHEV (292) a 330e xD M Spt	176.6	5.8	36	34	£51585
2.0 (190) auto 320d Sport	56.5	7.2	132	30	£45050
2.0 (190) auto 320d M Sport	55.4	7.2	133	30	£46300
3.0 (340) auto M340d xDrive	45.6	4.7	163	42	£61220

i4 - 4783x1852mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
70.2kWh (286) at eDrive35 Sport	299	6.0	0	38	£51270
70.2kWh (286) at eDriv35 M Sport	288	6.0	0	38	£52770
80.7kWh (340) at eDrive40 Sport	365	5.7	0	35	£59365
80.7kWh (340) at eDriv40 M Sport	352	5.7	0	36	£60865
80.7kWh (544) auto M50 xDrive	318	3.9	0	43	£70900

5 Series - 5060x1900mm
Euro NCAP: ★★★★★ **Driver Power:** 26th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (208) auto 520i M Sport	48.7	7.5	132	35	£51015
2.0T (299) auto 530e M Sport	470.8	6.3	14	39	£59455
3.0T (489) at 550e xDrive M Sport	353.1	4.3	20	44	£76605
4.4 V8TT (727) auto M5 xDrive	201.8	3.5	32	47	£111405

M Sport Pro: add £3000 to M Sport

5 Series Touring - 5060x1900mm
Euro NCAP: ★★★★★ **Driver Power:** 26th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (299) auto 530e M Sport	403.5	6.3	16	39	£61705
4.4 V8TT (727) auto M5 xDrive	166.2	3.5	39	47	£113405

M Sport Pro: add £3000 to M Sport

i5 - 5060x1900mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
83.9kWh (340) at eDriv40 Spt Ed	356	6.0	0	43	£67695
83.9kWh (340) at eDriv40 M Sport	357	6.0	0	43	£74105
83.9kWh (601) auto M60 xDrive	315	3.8	0	49	£97745

M Sport Pro: add £4000 to M Sport

i5 Touring - 5060x1900mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
83.9kWh (340) at eDriv40 Spt Ed	342	6.1	0	43	£69945
83.9kWh (340) at eDriv40 M Sport	344	6.1	0	43	£76355
83.9kWh (601) auto M60 xDrive	310	3.9	0	50	£99995

M Sport Pro: add £4000 to M Sport

7 Series - 5391x1950mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0T PHEV (489) at 750e xD Excell	282.5	4.8	22	50	£105510
3.0T PHEV (489) at 750e xD M Spt	282.5	4.8	22	50	£110010
3.0T PHEV (571) at M760e xDrive	256.8	4.3	158	50	£121085

i7 - 5391x1950mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
106kWh (455) at eDriv50 Ex'lence	379	5.5	0	50	£101765
106kWh (455) at eDriv50 M Sport	379	5.5	0	50	£106265
106kWh (544) at xDriv60 Ex'lence	387	4.7	0	50	£115735
106kWh (544) at xDriv60 M Sport	384	4.7	0	50	£120235
106kWh (660) auto M70 xDrive	348	3.7	0	50	£164320

Pro: add £20445 to Excellence, add £23195 to M Sport

8 Series Gran Coupe - 4843x1902mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0T (333) auto 840i M Sport	33.2	5.4	194	44	£81490
4.4 V8TT (530) auto M850i xDrive	26.4	3.9	243	49	£113545
4.4 V8TT (625) at M8 Competition	24.8	3.2	261	50	£139745

2 Series Active Tourer - 4386x1824mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (170) auto 220i Sport	47.9	8.1	135	24	£34055
2.0T (218) auto 223i Sport	46.3	7.0	138	29	£36840
2.0T PHEV (245) at 225e xDrv Spt	353.1	6.7	19	27	£40070
2.0T PHEV (326) at 230e xDr M Sp	353.1	5.5	19	33	£46680

Luxury: add £865 to Sport
M Sport: add £3730 to Sport

X1 - 4500x1845mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5T (170) auto sDrive20i Sport	47.9	8.3	134	25	£35410
1.5T (170) auto sDrive20i xLine	47.1	8.3	135	25	£37440
2.0T (218) auto xDrive23i xLine	42.8	7.1	148	31	£40585
2.0T (300) auto xDrive M35i	36.2	5.4	175	35	£49385
1.5T PHEV (245) at xDriv25e Sport	403.5	7.1	15	29	£42670
1.5T PHEV (245) at xDriv25e xLine	403.5	7.1	16	30	£44670
1.5T PHEV (326) at xDriv30e xLine	353.1	5.6	17	33	£46940
2.0 (150) auto sDrive18d Sport	57.6	8.9	129	24	£36620
2.0 (150) auto sDrive18d xLine	56.5	8.9	131	24	£38650
2.0 (211) auto xDrive23d xLine	57.6	7.4	128	30	£42190
65kWh (204) at iX1 eDr20 Sport	293	8.6	0	29	£46205
65kWh (204) at iX1 eDr20 xLine	288	8.6	0	29	£48205
65kWh (306) at iX1 xDr30 xLine	270	5.6	0	37	£54125

M Sport: add £2750 to xLine

X2 - 4554x1845mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5T (170) auto xDrive20i M Sport	48.7	8.3	131	25	£41680
2.0T (300) auto M35i	36.7	5.4	174	34	£50785
65kWh (204) at iX2 eDr20 M Sport	283	8.6	0	31	£51615
65kWh (306) at iX2 xDr30 M Sport	267	5.6	0	38	£57445

X3 - 4755x1920mm
Euro NCAP: ★★★★★ **Driver Power:** 39th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (208) auto 20 xDrive xLine	40.9	7.8	156	32	£48375
2.0T PHEV (299) at 30e xDrive xLine	282.5	6.2	22	38	£57245
3.0T (398) auto M50 xDrive	36.7	4.6	175	42	£66980
2.0 (190) auto 20d xDrive xLine	48.7	7.7	153	33	£49785

M Sport: add £1800 to xLine

X4 - 4752x1918mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0T (360) auto xDrive M40i	31.4	4.9	205	43	£68330
3.0TT (510) at X4 M Competition	25.0	3.8	258	46	£95565
2.0 (190) auto xDrive20d M Sport	47.9	7.9	153	32	£54035
3.0 (286) auto xDrive30d M Sport	46.3	5.7	159	41	£60415
3.0 (340) auto M40d	41.5	4.9	179	45	£67820

X5 - 4922x2004mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0T PHEV (489) at xDriv50e M Spt	235.4	4.8	27	48	£82055
4.4 V8TT (530) auto M60i xDrive	24.4	4.3	262	50	£94390
4.4 V8TT (625) at X5 M Comp	21.1	3.8	304	50	£128845
3.0 (298) auto xDrive30d xLine	39.8	6.1	186	45	£70685
3.0 (352) auto xDrive40d M Sport	37.7	5.5	196	48	£78890

M Sport: add £4055 to xLine

X6 - 4935x2004mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0T (381) auto xDrive40i M Sport	32.8	5.4	195	50	£78750
4.4 V8TT (530) auto M60i xDrive	25.2	4.3	257	50	£93170
4.4 V8TT (625) at X6 M Comp	21.4	3.8	300	50	£131545
3.0 (286) auto xDrive30d M Sport	39.8	6.1	187	50	£76925
3.0 (352) auto xDrive40d M Sport	38.7	5.5	191	50	£81640

iX - 4953x1967mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
100.6kWh (408) at xDrive45 Sport	374	5.1	0	47	£75315
100.6kWh (408) at xDrive45 M Sport	367	5.1	0	47	£78315
111.5kWh (544) at xDrive60 M Sport	426	4.6	0	50	£93115
111.5kWh (659) auto xDrive M70	365	3.8	0	50	£114215

X7 - 5151x2000mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 (381) at xDrive40i Excellence	29.4	5.8	217	50	£92160
4.4 V8TT (530) auto M60i xDrive	23.2	4.7	276	50	£116910
3.0 (352) at xDrive40d Excellence	36.2	5.9	205	50	£93245

M Sport: add £3000 to Excellence

XM - 5110x2005mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0T PHEV (476) auto XM 50e	201.8	4.3	33	50	£110840
4.4 V8TT PHEV (653) auto XM	176.6	4.3	39	50	£150380
4.4 V8TT PHEV (748) auto Label	166.2	3.8	44	50	£174440

2 Series Coupe - 4537x1838mm
Euro NCAP: ★★★★★ **Driver Power:** 10th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (184) auto 220i M Sport	44.1	7.5	146	28	£38980
2.0T (245) auto 230i M Sport	42.8	5.9	151	33	£43315
3.0TT (374) auto M240i xDrive	34.4	4.3	185	37	£49970
3.0TT (480) M2	28.0	4.2	229	42	£70630
3.0TT (480) auto M2	29.1	4.0	221	42	£68705

4 Series Coupe - 4640x1825mm
Euro NCAP: N/A **Driver Power:** 7th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (184) auto 420i M Sport	44.8	7.5	144	30	£45195
3.0TT (374) auto M440i xDrive	36.2	4.5	177	40	£62880
3.0TT (530) auto M4 Comp xDrive	28.0	3.5	228	44	£91650
3.0TT (551) auto M4 CS xDrive	27.7	3.4	232	47	£122685

4 Series Convertible - 4640x1825mm
Euro NCAP: N/A **Driver Power:** 7th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (184) auto 420i M Sport	41.5	8.2	155	33	£52690
3.0TT (374) auto M440i xDrive	34.4	4.9	184	43	£69555
3.0TT (530) auto M4 Comp xDrive	27.4	3.7	232	46	£95655

8 Series Coupe - 4843x1902mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0TT (333) auto 840i M Sport	33.6	5.2	191	45	£87030
4.4 V8TT (530) auto M850i xDrive	26.6	3.9	242	50	£120135
4.4 V8TT (625) at M8 Competition	25.0	3.2	259	50	£145450

8 Series Convertible - 4843x1902mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0TT (333) auto 840i M Sport	32.8	5.5	195	48	£94030
4.4 V8TT (530) auto M850i xDrive	26.2	4.1	247	50	£127315
4.4 V8TT (625) at M8 Competition	24.6	3.3	263	50	£152450

Z4 - 4324x1864mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (197) auto sDrive20i M Sport	39.8	6.6	161	30	£46510
3.0TT (340) M40i	32.5	4.6	197	38	£65710
3.0TT (340) auto M40i	35.3	4.5	180	38	£59275

BYD

Dealers: 4 **Warranty:** 6 yrs/150000 mls

Dolphin - 4290x1770mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
44.9kWh (95) auto Active	211	N/A	0	23	£26195
44.9kWh (95) auto Boost	193	N/A	0	31	£27195
60.4kWh (204) auto Comfort	265	7.0	0	33	£30195
60.4kWh (204) auto Design	265	7.0	0	33	£31695

Atto 3 - 4455x1875mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
60.5kWh (204) auto Comfort	260	7.3	0	40	£37695
60.5kWh (204) auto Design	260	7.3	0	41	£39695

Seal - 4800x1875mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
83kWh (312) auto Design	354	5.9	0	48	£45695
83kWh (530) auto Excellence AWD	323	3.8	0	50	£48695

Seal U - 4775x1890mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 DM-i (218) auto Boost	313.9	8.9	21	32	£33205
1.5 DM-i (218) auto Comfort	706.8	8.9	9	32	£35205
1.5 DM-i (324) auto Design AWD	235.4	5.9	26	40	£39905

Sealion 7 - 4830x1925mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
82.5kWh (313) auto Comfort	300	6.7	0	N/A	£44990
82.5kWh (530) auto Design AWD	283	4.5	0	N/A	£49290
91.3kWh (530) auto Excellence AWD	312	4.5	0	N/A	£57290

CADILLAC

Dealers: 1 **Warranty:** 4 yrs/60000 mls

Lyriq - 5005x1977mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
102kWh (528) auto 600E4 Luxury	329	5.3	0	N/A	£75000
102kWh (528) auto 600E4 Sport	329	5.3	0	N/A	£75000

CATERHAM

Dealers: 5 **Warranty:** N/A

Seven - 3100-3350x1470-1685mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
0.7T (84) 170	N/A	6.9	109	N/A	£29490
0.7T (84) Super Seven 600	N/A	6.9	109	N/A	£30490
2.0 (180) 360	N/A	4.8	N/A	N/A	£38490
2.0 (180) Super Seven 2000	N/A	4.8	N/A	N/A	£40990
2.0 (210) 420	N/A	3.8	N/A	N/A	£41990
2.0 (210) 420 Cup	N/A	3.8	N/A	N/A	£56490
2.0 S/C (310) 620	N/A	2.8	N/A	N/A	£58490

Large chassis: add £2750
factory build: add £2595 (included on 420 Cup/620)

CHEVROLET

Dealers: 1 **Warranty:** 3 yrs/60000 mls

Corvette - 4634x1934mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
6.2 V8 (482) auto Stingray	23.3	3.5	277	50	£93730
6.2 V8 (482) auto Stingray	23.3	3.5	277	50	£96680
5.5 V8TT (646) auto Z06	17.1	3.1	377	50	£176991

Convertible: add £5000

CITROEN

Dealers: 196 **Warranty:** 3 yrs/60000 mls

Ami - 2410x1390mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
5.5kWh (6kW) auto Ami	46	N/A	0	N/A	£7695
5.5kWh (6kW) at My Ami Cargo	46	N/A	0	N/A	£7954
5.5kWh (6kW) at My Ami Colour	46	N/A	0	N/A	£8095
5.5kWh (6kW) auto My Ami Peps	46	N/A	0	N/A	£8595

C3/e-C3 - 4015x1813mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 Turbo (100) Plus	52.0	10.6	128	N/A	£18305
1.2 Hybrid (110) auto Plus	56.5	9.8	114	N/A	£20115
1.2 Hybrid (110) auto Max	56.5	9.8	114	N/A	£21815
44kWh (113) auto Plus	199	10.4	0	N/A	£22095
44kWh (113) auto Max	198	10.4	0	N/A	£23795

C4/e-C4 - 4360x1800mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 PureTech (130) auto Plus	50.7	9.4	134	19	£23750
1.2 PureTech (130) auto Max	50.7	9.4	135	19	£25640
1.2 Hybrid (100) auto You!	62.1	10.7	107	16	£22595
1.2 Hybrid (136) auto Plus	62.1	8.0	107	23	£25035
1.2 Hybrid (136) auto Max	62.1	8.0	107	23	£26925
50kWh (136) auto You!	219	10.0	0	21	£27650
50kWh (136) auto Plus	219	10.0	0	22	£28715
54kWh (156) auto Max	257	9.2	0	23	£31505

C4 X/e-C4 X - 4600x1834mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 Hybrid (136) auto Plus	62.1	8.0	106	24	£25035
1.2 Hybrid (136) auto Max	62.1	8.0	107	24	£26925
50kWh (136) auto Plus	222	10.0	0	23	£28715
54kWh (156) auto Max	263	9.3	0	23	£31505

E-Series: add £1160 to e-C4 Max

C5 X - 4805x1865mm
Euro NCAP: N/A **Driver Power:** 8th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 PureTech (130) auto Plus	47.3	10.4	139	20	£31355
1.2 PureTech (130) auto Max	47.3	10.4	140	20	£33695
1.2 Hybrid (136) auto Plus	58.8	9.7	116	23	£32615
1.2 Hybrid (136) auto Max	58.8	9.7	116	23	£34995
1.6 PureTech PHEV (225) auto Plus	269.5	7.9	32	31	£39555
1.6 PureTech PHEV (225) auto Max	269.5	7.9	33	31	£41895

Berlingo - 4403-4753x1848mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 PureTech (110) Plus M	44.7	11.2	154	12	£23355
1.5 BlueHDi (130) auto Plus M	51.9	11.7	152	15	£27055
1.5 BlueHDi (130) auto Max M	51.9	11.7	153	15	£29570
52kWh (136) auto Plus M	212	9.9	0	20	£31240
52kWh (136) auto Max M	211	9.9	0	21	£33755
52kWh (136) auto Plus XL	206	9.9	0	21	£32140

SpaceTourer - 4980-5330x1920mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 BlueHDi (180) at Holidays Max M	29.8	10.6	208	N/A	£55395
50kWh (136) auto You! M	136	13.1	0	30	£38150
50kWh (136) auto You! XL	134	13.1	0	31	£39050
75kWh (136) auto You! M	214	13.1	0	31	£43550
75kWh (136) auto You! XL	214	13.1	0	32	£44450

Max: add £10840 to 75kWh

C3/e-C3 Aircross - 4395x1850mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 PureTech (100) Plus	50.2	10.6	136	N/A	£20605
1.2 Hybrid (136) auto Plus	57.4	10.1	121	N/A	£24065
1.2 Hybrid (136) auto Max	57.4	10.1	121	N/A	£26065
44kWh (113) auto Plus	188	12.9	0	N/A	£23095
44kWh (113) auto Max	188	12.9	0	N/A	£25095

Seven seats: add £765 to 1.2

C5 Aircross - 4500x1969mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 Hybrid (136) auto Plus	53.3	10.2	127	18	£28505
1.2 Hybrid (136) auto Max Edition	53.3	10.2	128	18	£33145
1.6 PureTech PHEV (225) at Max Ed	220.9	8.2	33	28	£37630
1.5 BlueHDi (130) auto Plus	54.1	10.6	144	19	£27780
1.5 BlueHDi (130) auto Max Edition	54.1	10.6	144	19	£32420

CUPRA

Dealers: 128 **Warranty:** 3 yrs/60000 mls

Leon - 4398x1799mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI (150) V1	48.7	8.9	132	20	£31090
1.5 TSI (150) V2	47.1	8.9	137	21	£33405
1.5 eTSI (150) auto V1	51.4	8.7	124	21	£32965
1.5 eTSI (150) auto V2	49.6	8.7	129	21	£35265
1.5 TSI e-Hybrid (204) auto V1	706.2	7.7	9	26	£38940
1.5 TSI e-Hybrid (204) auto V2	706.2	7.7	9	26	£41240
1.5 TSI e-Hybrid (272) auto VZ1	706.2	7.1	9	28	£42075
1.5 TSI e-Hybrid (272) auto VZ2	706.2	7.1	9	29	£44530
1.5 TSI e-Hybrid (272) at VZ First Ed	706.2	7.1	10	29	£45850
2.0 TSI (300) auto VZ1	36.7	5.7	173	30	£41465
2.0 TSI (300) auto VZ2	37.2	5.7	174	31	£43920

V3: add £1650 to 1.5 TSI V2, add £1995 to eTSI V2, add £1935 to e-Hybrid V2 **VZ3:** add £3330 to VZ2

Leon Estate - 4657x1799mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

NEW CAR PRICES

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI (150) V1	47.9	9.2	134	20	£33370
1.5 TSI (150) V2	46.3	9.2	139	20	£35915
1.5 eTSI (150) auto V1	51.4	9.0	126	21	£35245
1.5 eTSI (150) auto V2	49.6	9.0	130	21	£37775
1.5 TSI e-Hybrid (272) auto VZ2	706.2	7.3	10	29	£44400
1.5 TSI e-Hybrid (272) auto VZ2	706.2	7.3	10	29	£46855
1.5 TSI e-Hybrid (272) at VZ First Ed	565.0	7.3	11	30	£48270
2.0 TSI (333) auto 4Drive VZ1	34.0	4.8	188	34	£45190
2.0 TSI (333) auto 4Drive VZ2	34.0	4.8	188	33	£47645

V3: add £1650 to 1.5 TSI V2, add £1935 to e-Hybrid V2 **VZ3:** add £3330 to VZ2

Born - 4322x1809mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
59kWh (230) auto V1	262	6.6	0	26	£35495
59kWh (230) auto V2	262	6.6	0	27	£37265
77kWh (230) auto V3	341	7.0	0	28	£41795
79kWh (326) auto VZ	366	5.6	0	34	£44625

V3: add £1750 to 58kWh V2

Ateca - 4394x1841mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI (150) auto V1	42.2	9.3	153	17	£36700
2.0 TSI (190) auto 4Drive V1	35.8	7.2	180	24	£40500
2.0 TSI (300) auto 4Drive VZ1	31.4	4.9	205	30	£44705
2.0 TSI (300) auto 4Drive VZ2	31.4	4.9	205	31	£47405
2.0 TSI (300) auto 4Drive VZ3	31.4	4.9	205	32	£50345

V2: add £1785 to V1
VZN: add £2000 to VZ3

Formentor - 4451x1839mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI (150) V1	45.6	9.0	140	21	£33450
1.5 TSI (150) V2	44.8	9.0	143	21	£35840
1.5 eTSI (150) auto V1	47.9	9.0	133	21	£35745
1.5 eTSI (150) auto V2	47.1	9.0	136	22	£37750
1.5 TSI e-Hybrid (204) auto V1	706.2	7.9	9	26	£41510
1.5 TSI e-Hybrid (204) auto V2	706.2	7.9	10	26	£43785
1.5 TSI e-Hybrid (272) auto VZ1	706.2	7.2	10	29	£44845
1.5 TSI e-Hybrid (272) auto VZ2	706.2	7.2	10	29	£47605
2.0 TSI (333) auto 4Drive VZ1	32.5	4.8	198	34	£45685
2.0 TSI (333) auto 4Drive VZ2	32.1	4.8	199	35	£48445

V3: add £1995 to 1.5 TSI V2, add £2300 eTSI V2, add £2290 to e-Hybrid V2 **VZ3:** add £3160 to VZ2
VZN: add £4185 to VZ2

Terramar - 4519x1863mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 eTSI (150) auto V1	46.3	9.3	140	21	£37605
1.5 eTSI (150) auto V2	46.0	9.3	140	22	£40175
1.5 TSI e-Hybrid (204) auto V1	651.3	8.3	10	27	£44055
1.5 TSI e-Hybrid (204) auto V2	641.7	8.3	11	28	£46625
1.5 TSI e-Hybrid (272) auto VZ1	661.1	7.3	10	30	£46865
1.5 TSI e-Hybrid (272) auto VZ2	586.8	7.3	11	31	£49515
2.0 TSI (204) auto 4Drive V1	37.4	7.1	172	28	£41255
2.0 TSI (204) auto 4Drive V2	37.2	7.1	173	29	£43825
2.0 TSI (265) auto 4Drive VZ1	33.6	5.9	191	32	£45095
2.0 TSI (265) auto 4Drive VZ2	33.3	5.9	193	33	£47745
2.0 TSI (265) at 4Drive Americas Cup	33.1	5.9	194	33	£50850

Tavascan - 4644x1861mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
77kWh (286) auto V1	337	6.8	0	34	£47340
77kWh (286) auto V2	337	6.8	0	36	£53835
77kWh (340) auto 4Drive VZ1	318	5.5	0	38	£55935
77kWh (340) auto 4Drive VZ2	299	5.5	0	39	£60835

DACIA

Dealers: 127 **Warranty:** 3 yrs/60000 mls

Sandero - 4088x1848mm
Euro NCAP: ★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TCe (90) Essential	53.3	12.2	119	12	£14715
1.0 TCe (90) Expression	53.3	12.2	119	14	£15715
1.0 TCe (90) Journey	53.3	12.2	119	14	£16715
1.0 TCe (90) auto Journey	49.6	13.4	129	12	£18215
1.0 TCe Bi-Fuel (100) Essential	52.3	12.2	106	8	£14725
1.0 TCe Bi-Fuel (100) Expression	52.4	12.2	106	8	£15725
1.0 TCe Bi-Fuel (100) Journey	52.4	12.2	106	8	£16725

Sandero Stepway - 4099x1848mm
Euro NCAP: ★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TCe (90) Essential	50.4	12.0	127	10	£16015
1.0 TCe (90) Expression	50.4	12.0	127	10	£17015
1.0 TCe (90) auto Extreme	45.6	14.2	140	10	£19915
1.0 TCe Bi-Fuel (100) Essential	48.7	11.9	115	10	£16075
1.0 TCe Bi-Fuel (100) Expression	48.7	11.9	115	11	£17075
1.0 TCe (110) Extreme	51.4	10.0	125	17	£18645

Extreme: add £1350 to Expression

Jogger - 4547x1848mm
Euro NCAP: ★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TCe (110) Essential	47.9	11.2	132	13	£18970
1.0 TCe (110) Expression	48.7	11.2	132	13	£20270
1.0 TCe (110) Extreme	48.7	11.2	132	13	£21120
1.6 TCe Hyb (140) at Expression	58.9	10.0	108	15	£23305
1.6 TCe Hyb (140) at Extreme	57.6	10.0	109	15	£24305

Spring - 3701x1583mm
Euro NCAP: ★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
27kWh (45) auto Expression	140	19.1	0	24	£14995
27kWh (65) auto Expression	140	13.7	0	25	£15995
27kWh (65) auto Extreme	140	13.7	0	25	£16995

Duster - 4343x1813mm
Euro NCAP: ★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TCe Bi-Fuel (100) Essential 4x2	43.5	14.1	126	17	£19380
1.2 TCe (130) Expression 4x2	51.3	9.9	124	24	£21820
1.2 TCe (130) Expression 4x4	46.3	11.0	135	24	£24070
1.6 Hybrid (140) at Expression 4x2	55.3	10.1	114	24	£24830

Journey: add £1700 to Expression
Extreme: add £2500 to Expression

Bigster - 4570x1812mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 TCe (140) Expression	50.0	9.8	122	27	£25215
1.2 TCe (130) Expression 4x4	46.0	11.2	134	26	£27465
1.8 Hybrid (155) auto Expression	58.0	9.7	105	28	£28190

Journey: add £1250 to Expression (not TCe 130) **Extreme:** add £1500 to Expression

DS

Dealers: 196 **Warranty:** 3 yrs/60000 mls

DS 3 - 4118x1791mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 Hybrid (136) auto Pallas	62.1	9.2	112	21	£32580
1.2 Hybrid (136) auto Pallas 55	62.1	9.2	112	21	£33380
1.2 Hybrid (136) auto Etoile	62.1	9.2	112	21	£34520
54kWh (155) auto E-Tense Pallas	248	9.0	0	29	£39210
54kWh (155) auto E-Tense Etoile	245	9.0	0	31	£41150

DS 4 - 4400x1830mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 Hybrid (136) auto Pallas	54.3	10.4	117	19	£34630
1.2 Hybrid (136) auto Pallas 55	54.3	10.4	117	20	£35730
1.2 Hybrid (136) auto Etoile	54.3	10.4	117	20	£37430
1.6 Hybrid E-Tense (225) at Pallas	323.3	7.7	33	28	£40680
1.6 Hybrid E-Tense (225) at Etoile	323.3	7.7	33	30	£43480
1.5 BlueHDi (130) auto Pallas	56.5	10.9	137	20	£35720
1.5 BlueHDi (130) auto Etoile	56.5	10.9	137	21	£38070

DS 9 - 4934x1932mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.6 Hybrid E-Tense (250) at Rivoli+	353.1	8.1	22	41	£56310
1.6 Hybrid E-Tense (250) at Opera	353.1	8.1	23	42	£64910

DS 7 Crossback - 4593x1890mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.6 Hyb E-Tense (225) auto Etoile	220.9	8.9	33	35	£52380
1.5 BlueHDi (130) auto Pallas	53.3	10.7	146	27	£40580
1.5 BlueHDi (130) auto Etoile	53.3	10.7	146	28	£44600

No. 8 - 4820x1900mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
74kWh (230) auto Pallas	364	7.7	0	N/A	£50790
74kWh (230) auto Etoile	364	7.7	0	N/A	£54790
97.2kWh (245) at Pallas Long Range	471	7.8	0	N/A	£54690
97.2kWh (245) at Etoile Long Range	471	7.8	0	N/A	£59290
97.2kWh (350) at Etoile AWD Long	431	5.4	0	N/A	£63290

FERRARI

Dealers: 14 **Warranty:** 4 yrs/unlimited mls

Purosangue - 4973x2028mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
6.5 V12 (725) auto Purosangue	19.0	3.3	337	50	£313501

Roma - 4656x1974mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.9 V8TT (620) auto Roma	29.1	3.4	220	50	£183200
3.9 V8TT (620) auto Spider	29.7	3.4	217	50	£210838

296 - 4565x1958mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 V6TT Hybrid (830) auto 296 GTB	32.1	2.9	198	50	£256535
3.0 V6TT Hybrid (830) auto 296 GTS	31.4	2.9	205	50	£279343

12Cilindri - 4733x2176mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
6.5 V12 (830) auto 12Cilindri	N/A	2.9	N/A	50	£336500
6.5 V12 (830) auto 12Cilindri Spider	N/A	3.0	N/A	50	£366500

SF90 Stradale - 4710-4850x1972-2000mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
4.0 V8TT (1000) auto SF90 Stradale	29.7	2.5	217	50	£379225
4.0 V8TT (1000) auto SF90 Spider	25.9	2.5	248	50	£418274
4.0 V8TT (1030) at SF90XX Stradale	39.2	2.3	167	50	£676694
4.0 V8TT (1030) auto SF90XX Spider	39.2	2.3	167	50	£747197

FIAT

Dealers: 96 **Warranty:** 3 yrs/60000 mls

Grande Panda - 3999x1763mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 Hybrid (100) Icon	52.3	10.0	118	N/A	£18710
1.2 Hybrid (100) La Prima	52.3	10.0	119	N/A	£20710
44kWh (113) auto (Red)	199	11.0	0	N/A	£20920
44kWh (113) auto La Prima	199	11.0	0	N/A	£23920

500 - 3632x1900mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
24kWh (95) auto	118	9.5	0	16	£24975
24kWh (95) auto (Red)	118	9.5	0	16	£24975
42kWh (118) auto	202	9.0	0	17	£27975
42kWh (118) auto (Red)	202	9.0	0	17	£27975
42kWh (118) auto La Prima	196	9.0	0	18	£30975
42kWh (118) auto Armani Edition	192	9.0	0	18	£33975

500C: add £6000

600 - 4171x1781mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 Hybrid (100) auto	58.9	10.9	109	N/A	£24555
1.2 Hybrid (100) auto La Prima	57.6	10.9	109	N/A	£27555
1.2 Hybrid (136) auto	58.9	8.5	109	N/A	£25555
1.2 Hybrid (136) auto La Prima	57.6	8.5	109	N/A	£28555
54kWh (154) auto (Red)	254	9.0	0	N/A	£29975
54kWh (154) auto La Prima	252	9.0	0	N/A	£32975

FORD

Dealers: 781 **Warranty:** 3 yrs/60000 mls

Focus - 4397x1825mm
Euro NCAP: ★★★★★ **Driver Power:** 46th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0T EcoBoost (125) Titanium	54.3	10.2	118	13	£28730
1.0T EcoBoost (125) ST-Line	54.3	10.2	119	13	£29560
1.0T EcoBoost (125) Active X	54.3	10.2	123	13	£31760
1.0T EcoBoost (155) auto Titanium	53.3	8.4	120	17	£30580
1.0T EcoBoost (155) auto ST-Line	53.3	8.4	120	17	£31410
1.0T EcoBoost (155) auto Active X	53.3	8.4	125	17	£33610
2.3T EcoBoost (280) ST	35.3	5.7	183	27	£38800
2.3T EcoBoost (280) ST Edition	35.3	5.7	183	27	£44000
2.3T EcoBoost (280) auto ST	35.8	5.7	182	27	£40250

Titanium X: add £2200 to Titanium
ST-Line X: add £2200 to ST-Line

Focus Estate - 4693x1825mm
Euro NCAP: ★★★★★ **Driver Power:** 46th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0T EcoBoost (125) Titanium	54.3	10.4	120	13	£29890
1.0T EcoBoost (125) ST-Line	54.3	10.4	124	13	£30720
1.0T EcoBoost (125) Active X	54.3	10.4	125	13	£32920
1.0T EcoBoost (155) auto Titanium	53.3	8.6	121	17	£31740
1.0T EcoBoost (155) auto ST-Line	53.3	8.6	124	17	£32570
1.0T EcoBoost (155) auto Active X	53.3	8.6	127	17	£34770
2.3T EcoBoost (280) ST	35.3	5.8	183	27	£38800
2.3T EcoBoost (280) auto ST	35.8	5.8	182	27	£40250

Titanium X: add £2200 to Titanium
ST-Line X: add £2200 to ST-Line

Tourneo Courier - 4337x1791mm
Euro NCAP: ★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 EcoBoost (125) Titanium	42.2	N/A	152	10	£25900
1.0 EcoBoost (125) Active	42.2	N/A	152	11	£27220
1.0 EcoBoost (125) auto Titanium	39.2	N/A	164	13	£27100
1.0 EcoBoost (125) auto Active	39.2	N/A	164	13	£28420

Tourneo Connect - 4515-4868x1855mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 EcoBoost (115) auto Titanium	41.8	N/A	153	11	£33820
1.5 EcoBoost (115) auto Grand Titan	40.7	N/A	158	11	£34260
1.5 PHEV (150) auto Titanium	589.6	N/A	10	N/A	£37040
1.5 PHEV (150) auto Active	592.0	N/A	10	N/A	£38240
1.5 PHEV (150) auto Grand Titanium	549.0	N/A	11	N/A	£38840
1.5 PHEV (150) auto Grand Active	551.2	N/A	11	N/A	£39360
2.0 EcoBlue (122) auto Titanium	50.4	N/A	147	13	£35510
2.0 EcoBlue (122) auto Grand Titan	49.2	N/A	150	13	£36710
2.0 EcoBlue (122) auto Active	50.5	N/A	146	13	£37310
2.0 EcoBlue (122) auto Grand Active	49.2	N/A	150	13	£38510

Tourneo Custom - 5050-5450x2032mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.5 PHEV (232) Zetec	157.0	N/A	41	N/A	£57253
2.5 PHEV (232) Titanium	157.0	N/A	41	N/A	£57253
2.5 PHEV (232) Active	149.0	N/A	43	N/A	£62533
2.5 PHEV (232) Titanium X	149.0	N/A	43	N/A	£64213
2.0 EcoBlue (136) Zetec	38.2	N/A	194	N/A	£54763
2.0 EcoBlue (136) Titanium	37.7	N/A	195	N/A	£57163
2.0 EcoBlue (136) auto Zetec	34.9	N/A	211	N/A	£57403
2.0 EcoBlue (136) auto Titanium	34.9	N/A	212	N/A	£59803
2.0 EcoBlue (150) Titanium	37.7	N/A	195	N/A	£57667
2.0 EcoBlue (150) Active	37.7	N/A	196	N/A	£60547
2.0 EcoBlue (150) Titanium X	37.7	N/A	197	N/A	£62227
2.0 EcoBlue (170) auto Titanium	34.9	N/A	212	N/A	£61027
2.0 EcoBlue (170) auto Active	34.9	N/A	213	N/A	£63907
2.0 EcoBlue (170) auto Titanium X	34.9	N/A	214	N/A	£65587
65kWh (218) auto Zetec	186	N/A	0	N/A	£60877
65kWh (218) auto Titanium	185	N/A	0	N/A	£60877
65kWh (218) auto Titanium	183	N/A	0	N/A	£66157
65kWh (218) auto Titanium	183	N/A	0	N/A	£67837

Luxe: add £2400 to Titanium, add £1200 to Titanium X, **LWB:** add £840

Puma - 4186x1805mm
Euro NCAP: ★★★★ **Driver Power:** 47th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0T EcoBoost (125) Titanium	52.3	9.8	122	12	£26580
1.0T EcoBoost (125) ST-Line	52.3	9.8	122	12	£27480
1.0T E'Boost (125) auto Titanium	49.6	9.6	130	12	£28380
1.0T E'Boost (125) auto ST-Line	49.6	9.6	130	13	£29280
1.0T EcoBoost (155) auto ST-Line X	49.6	8.7	129	17	£31580
1.0T EcoBoost (170) auto ST	47.9	7.4	135	21	£33880
1.0T EcoBoost (170) at ST Handling	47.9	7.4	135	21	£34930
53kWh (168) auto Gen-E Select	233	8.0	0	N/A	£29995
53kWh (168) auto Gen-E Premium	226	8.0	0	N/A	£31995

ST-Line X: add £1550 to ST-Line

Explorer - 4468x1871mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
52kWh (170) auto Style	233	8.7	0	19	£39285
52kWh (170) auto Premium	221	8.7	0	20	£43985
77kWh (286) auto Select	374	6.4	0	28	£45885
77kWh (286) auto Premium	354	6.4	0	29	£49985
79kWh (340) auto Premium AWD	329	5.3	0	32	£53985

Capri - 4634x1872mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
52kWh (170) auto Style	242	8.7	0	20	£41485
52kWh (170) auto Premium	231	8.7	0	21	£46185
77kWh (286) auto Select	389	6.4	0	29	£48085
77kWh (286) auto Premium	369	6.4	0	30	£52185
79kWh (340) auto Premium AWD	346	5.3	0	33	£56185

Kuga - 4604x1882mm
Euro NCAP: N/A **Driver Power:** 4th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5T EcoBoost (150) Titanium	44.1	9.5	145	16	£32365
1.5T EcoBoost (150) ST-Line	44.1	9.5	147	17	£37665
2.5 FHEV (180) auto ST-Line	52.3	9.1	123	19	£38795
2.5 FHEV (180) auto Active	52.3	9.1	125	19	£38965
2.5 FHEV (183) at ST-Line X AWD	48.7	8.3	136	23	£42645
2.5 FHEV (183) at Active AWD	48.7	8.3	133	23	£41145
2.5 PHEV (243) auto ST-Line	313.9	7.3	21	26	£40665
2.5 PHEV (243) auto Active	313.9	7.3	21	26	£41065

ST-Line X: add £2290 to ST-Line

Mustang Mach-E - 4713x1881mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
72kWh (268) auto Select	292	6.9	0	33	£50840
91kWh (294) auto Premium	372	7.0	0	37	£59390
91kWh (370) auto AWD Premium	341	5.8	0	40	£65415
91kWh (487) auto AWD GT	320	4.4	0	40	£74550
91kWh (487) auto AWD GT Rally	316	4.4	0	40	£76800

Ranger - 5370-5381x2028mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.3 PHEV (281) auto Double Cab XLT	91.1	N/A	71	N/A	£48929
2.3 PHEV (281) auto DC Wildtrak	94.2	N/A	68	N/A	£55409
2.3 PHEV (281) auto DC Stormtrak	94.2	N/A	68	N/A	£61289
3.0 V6 E'Boost (292) auto DC Raptor	20.5	7.9	315	42	£62489
2.0 EcoBlue (170) Double Cab XL	33.2	10.5	222	39	£38489
2.0 EcoBlue (170) Double Cab XLT	33.2	10.5	221	39	£40109
2.0 EcoBlue (205) auto DC Tremor	27.4	10.5	270	41	£44189
2.0 EcoBlue (205) auto DC Wildtrak	32.1	10.5	230	42	£49949
2.0 EcoBlue (205) at DC Wildtrak X	27.4	10.5	271	42	£52349
2.0 EcoBlue (210) auto DC Raptor	26.6	10.4	278	41	£58889
3.0 V6 E'Blue (240) at DC Wildtrak	28.0	8.7	264	44	£56609
3.0 V6 E'Blue (240) at DC Platinum	28.0	8.7	266	45	£59069
3.0 V6 E'Blue (240) auto DC MS-RT	26.6	8.7	277	45	£62489

Mustang - 4810x1916mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
5.0 V8 (446) GT Fastback	24.1	5.3	275	44	£58470
5.0 V8 (446) auto GT Fastback	23.9	4.9	278	45	£60470
5.0 V8 (446) GT Convertible	23.5	5.4	280	48	£61970
5.0 V8 (446) auto GT Convertible	24.4	5.0	282	48	£63970
5.0 V8 (453) Dark Horse	23.7	5.2	279	46	£70740
5.0 V8 (453) auto Dark Horse	23.3	4.4	282	46	£72740

GENESIS

Dealers: 103 **Warranty:** 5 yrs/125000 mls

Electrified G80 - 5005x1925mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
87.2kWh (370) auto Luxury AWD	323	4.9	0	50	£76535

GV60 - 4515x1890mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
77.4kWh (229) auto Premium	321	7.8	0	41	£54855
77.4kWh (318) auto Sport AWD	292	6.3	0	45	£59315
77.4kWh (490) auto Sport Plus AWD	290	4.0	0	45	£68455

GV70 - 4715x1910mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.5T (304) auto Luxury AWD	283	4.2	0	N/A	£48955
2.5T (304) auto Premium AWD	283	4.2	0	N/A	£49045
2.5T (304) auto Sport AWD	283	4.2	0	N/A	£51095
2.2 (201) auto Luxury AWD	283	7.9	0	N/A	£52645
2.2 (201) auto Premium AWD	283	7.9	0	N/A	£49545
2.2 (201) auto Sport AWD	283	7.9	0	N/A	£52805

GWM

Dealers: 10 **Warranty:** 5 yrs/unlimited

Ora 03 - 4235x1825mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
48kWh (171) auto Pure+	193	8.3	0	24	£31995
63kWh (171) auto Pro+	260	8.2	0	30	£34995

Haval Jolion Pro - 4470x1898mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 eHEV (189) auto Premium	47.0	9.0	133	N/A	£23995
1.5 eHEV (189) auto Lux	47.0	9.0	133	N/A	£26995
1.5 eHEV (189) auto Ultra	47.0	9.0	133	N/A	£29995

HONDA

Dealers: 196 **Warranty:** 3 yrs/60000 mls

Jazz - 4089x1694mm
Euro NCAP: ★★★★★ **Driver Power:** 14th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 i-MMD (107) auto Elegance	62.8	9.6	102	21	£28060
1.5 i-MMD (107) auto Advance	62.8	9.6	102	22	£29280
1.5 i-MMD (107) auto Crosstar	58.9	9.6	102	22	£30355
1.5 i-MMD (107) at Advance Sport	61.4	9.6	102	22	£30555

Civic - 4551x1802mm
Euro NCAP: ★★★★★ **Driver Power:** 19th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 i-MMD (143) auto Elegance	60.1	7.9	108	28	£35780
2.0 i-MMD (143) auto Sport	56.5	7.9	113	28	£37325
2.0 i-MMD (143) auto Advance	56.5	8.1	114	28	£40680
2.0T (329) Type R	34.4	5.4	189	43	£51905

HR-V - 4340x1866mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 i-MMD (107) auto Elegance	52.3	10.6	122	30	£32250
1.5 i-MMD (107) auto Advance	52.3	10.7	122	31	£34780
1.5 i-MMD (107) at Advance Style	52.3	10.7	122	31	£38030
1.5 i-MMD (107) at Adv Style Plus	52.3	10.7	122	31	£38825

e:Ny1 - 4387x1790mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
68.8kWh (204) auto Elegance	256	7.7	0	43	£40660
68.8kWh (204) auto Advance	256	7.7	0	43	£42890

ZR-V - 4568x1898mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 i-MMD (143) auto Elegance	49.6	7.8	130	35	£40780
2.0 i-MMD (143) auto Sport	48.7	7.9	131	35	£42445
2.0 i-MMD (143) auto Advance	48.7	8.0	132	35	£44330

CR-V - 4706x1942mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 i-MMD (148) auto Elegance	42.8	9.4	151	34	£47350
2.0 i-MMD (148) auto Advance	42.8	9.4	151	34	£50470
2.0 i-MMD (184) at Advance Tech	353.1	9.4	18	37	£49930

HYUNDAI

Dealers: 173 **Warranty:** 5 yrs/unlimited mls

i10 - 3670x1680mm
Euro NCAP: ★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 MPi (67) Advance	55.3	15.6	116	2	£16600
1.0 MPi (67) auto Advance	53.2	18.4	121	1	£17250
1.2 MPi (84) Advance	52.3	15.6	123	6	£17400
1.2 MPi (84) auto Advance	49.5	18.4	129	2	£18050
1.0 T-GDi (100) N Line	52.3	11.4	123	10	£19200

Premium: add £1300 to Advance

i20 - 4065x1775mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 T-GDi (100) Advance	52.3	10.4	123	13	£22100
1.0 T-GDi (100) Ultimate	52.3	10.4	123	14	£24750
1.0 T-GDi (100) auto Advance	52.3	11.4	122	12	£23350
1.0 T-GDi (100) auto Ultimate	52.3	11.4	124	15	£26000

Premium: add £1150 to Advance
N Line S: same price as Ultimate

i30 - 4340x1795mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 T-GDi (140) Advance	47.9	9.6	130	15	£24755
1.5 T-GDi (140) N Line	42.8	9.6	150	15	£27390
1.5 T-GDi (140) auto Advance	50.4	9.7	127	15	£25955
1.5 T-GDi (140) auto N Line	44.8	9.7	143	15	£28590

Premium: add £3050 to Advance
N Line S: add £2020 to N Line

i30 Tourer - 4585x1795mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 T-GDi (140) Advance	47.9	9.8	130	15	£25505
1.5 T-GDi (140) Premium	47.1	9.8	135	14	£28555
1.5 T-GDi (140) auto Advance	47.1	9.9	127	14	£26705
1.5 T-GDi (140) auto Premium	48.7	9.9	132	15	£29755

Ioniq 5 - 4655x1890mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
63kWh (170) auto Advance	273	8.5	0	33	£39910
84kWh (228) auto Advance	354	7.5	0	38	£43410
84kWh (228) auto N Line	320	5.3	0	38	£47410
84kWh (325) auto N Line AWD	307	5.3	0	41	£50910
84kWh (650) auto N AWD	278	3.4	0	49	£65010

Premium: add £5500 to Advance
N Line S: add £5000 to N Line

Ioniq 6 - 4855x1880mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
77kWh (228) auto Premium	338	7.4	0	36	£47050
77kWh (325) auto Premium AWD	322	5.1	0	41	£50550

Ultimate: add £3500 to Premium

Inster - 3825-3845x1610mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
42kWh (97) auto 01	203	11.7	0	N/A	£23805
49kWh (115) auto 01	229	10.6	0	N/A	£25055
49kWh (115) auto 02	223	10.6	0	N/A	£26755
49kWh (115) auto Cross	229	10.6	0	N/A	£29055

Bayon - 4180x1775mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 T-GDi (100) Advance	51.4	11.3	125	16	£23125
1.0 T-GDi (100) Premium	51.4	11.3	126	16	£24525
1.0 T-GDi (100) auto Advance	51.4	12.4	124	15	£24375
1.0 T-GDi (100) auto Premium	51.4	12.4	125	15	£25775

Ultimate: add £1400 to Premium

Kona - 4350x1825mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 T-GDi (100) Advance	47.9	13.3	131	14	£26735
1.0 T-GDi (100) N Line	47.1	13.3	134	14	£28535
1.6 T-GDi (138) Advance	45.6	10.2	140	21	£27685
1.6 T-GDi (138) N Line	42.2	10.2	147	21	£29485
1.6 T-GDi (138) auto Advance	45.6	10.2	141	21	£29235
1.6 T-GDi (138) auto N Line	43.5	10.2	145	22	£31035
1.6 Hybrid (129) auto Advance	60.1	12.0	106	20	£30890
1.6 Hybrid (129) auto N Line	60.1	12.0	106	20	£32690
48kWh (156) auto Advance	234	8.8	0	25	£32400
65kWh (218) auto Advance	319	7.8	0	31	£35000
65kWh (218) auto N Line	282	7.8	0	31	£37000

N Line S: add £2400 to N Line, add £2700 to EV **Ultimate:** same price as N Line S

Tucson - 4510x1865mm
Euro NCAP: ★★★★★ **Driver Power:** 13th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.6 T-GDi (160) Advance	41.5	10.3	154	16	£33080
1.6 T-GDi (160) N Line	40.9	10.3	157	16	£35580
1.6 T-GDi (160) 48v auto Advance	44.8	9.4	142	17	£34260
1.6 T-GDi (160) 48v auto N Line	44.1	9.4	144	17	£36760
1.6 T-GDi (160) 48v at N Lin S 4WD	40.3	9.8	158	18	£42080
1.6 T-GDi Hybrid (215) at Advance	49.5	8.2	129	20	£36220
1.6 T-GDi Hybrid (215) at N Line	49.6	8.2	131	20	£38820
1.6 T-GDi Hyb (215) at N Lin S 4WD	42.8	8.5	149	21	£42910
1.6 T-GDi PHEV (252) at Advance	282.5	9.8	22	22	£39385
1.6 T-GDi PHEV (252) at N Line	256.8	9.8	24	23	£41885
1.6 T-GDi PHEV (252) at N Lin 4WD	217.3	8.2	29	23	£43485

Premium: same price as N Line
N Line S: add £2500 to N Line
Ultimate: same price as N Line S

Santa Fe - 4830x1900mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.6 T-GDi Hybrid (215) at Prem 2WD	41.5	9.6	155	33	£47890
1.6 T-GDi Hybrid (215) at Ultim 2WD	40.4	9.6	158	33	£51390
1.6 T-GDi Hybrid (215) at Callig 2WD	40.4	9.6	159	33	£53890
1.6 T-GDi Hybrid (215) at Prem 4WD	38.7	9.8	165	34	£49945
1.6 T-GDi Hybrid (215) at Ultim 4WD	38.2	9.8	168	34	£53445
1.6 T-GDi Hybrid (215) at Callig 4WD	38.2	9.8	167	34	£55945
1.6 T-GDi PHV (253) at Prem 4WD	166.0	9.3	38	36	£51995
1.6 T-GDi PHV (253) at Ultim 4WD	166.0	9.3	38	36	£55245
1.6 T-GDi PHV (253) at Callig 4WD	166.0	9.3	38	36	£57745

Six seats: add £1000 to Calligraphy

INEOS

Dealers: TBC **Warranty:** 5 yrs/TBC mls

Grenadier - 4895x1930mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0T (286) auto Utility Wagon	19.6	8.8	328	50	£65025
3.0T (286) auto Station Wagon	19.6	8.8	325	50	£71385
3.0D (249) auto Utility Wagon	25.9	8.8	286	50	£65025
3.0D (249) auto Station Wagon	25.9	8.8	286	50	£71385

Fieldmaster/Trialmaster Editions: add £7500

Quartermaster - 5440x1930mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0T (286) auto Utility Wagon	19.6	8.6	327	50	£66240
3.0D (249) auto Utility Wagon	25.2	9.9	294	50	£66240

Fieldmaster/Trialmaster Editions: add £7500

ISUZU

Dealers: 103 **Warranty:** 5 yrs/125000 mls

D-Max - 5280x1870mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.9D (164) Utility Double Cab	33.6	12.7	220	39	£35436
1.9D (164) DL20 Double Cab	33.6	12.7	220	39	£38196
1.9D (164) DL40 Double Cab	33.6	12.7	220	40	£41916
1.9D (164) V-Cross Double Cab	33.6	12.7	220	40	£43716
1.9D (164) Arctic Trucks AT35 DC	33.6	12.7	220	40	£62916
1.9D (164) auto Utility Double Cab	30.7	13.0	241	40	£37836
1.9D (164) auto DL20 Double Cab	30.7	13.0	241	40	£40596
1.9D (164) auto DL40 Double Cab	30.7	13.0	241	40	£44316
1.9D (164) at V-Cross Double Cab	30.7	13.0	241	40	£46116
1.9D (164) at Arc Trucks AT35 DC	30.7	13.0	241	40	£65916

JAECOO

Dealers: N/A **Warranty:** 7 yrs/100000 mls

Jaecoo 7 - 4500x1865mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.6T (147) auto Deluxe	37.7	10.3	169	21	£28700
1.6T (147) auto Luxury AWD	35.3	11.8	182	22	£31700
1.5T PHEV (204) Luxury	403.0	6.1	23	31	£35000

JEEP

Dealers: 66 **Warranty:** 3 yrs/60000 mls

Avenger - 4084x1797mm
Euro NCAP: ★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2T (100) Longitude	49.6	10.6	129	22	£25218
1.2T (100) Altitude	49.6	10.6	127	23	£27218
1.2T (100) Summit	49.6	10.6	129	23	£29219
1.2 E-Hybrid (100) auto Longitude	57.6	10.4	111	22	£26229
1.2 E-Hybrid (100) auto Altitude	57.6	10.4	111	23	£28229
1.2 E-Hybrid (100) auto Summit	57.6	10.4	111	23	£30229
1.2 Hybrid (136) auto Upland 4xe	51.4	9.5	124	27	£31219
1.2 Hybrid (136) auto Overland 4xe	51.4	9.5	124	27	£33219
1.2 Hybrid (136) at North Face 4xe	51.4	9.5	124	28	£35219
54kWh (156) auto e-Longitude	249	9.6	0	24	£29999
54kWh (156) auto e-Altitude	249	9.6	0	24	£31999
54kWh (156) auto e-Summit	249	9.6	0	25	£33999

Renegade - 4236x1805mm
Euro NCAP: ★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5T E-Hybrid (130) auto North Star	50.4	10.0	127	17	£32929
1.5T E-Hybrid (130) auto Summit	50.4	10.0	126	17	£33429
1.3T PHEV (240) at North Star 4xe	134.5	7.1	48	26	£39219

Compass - 4404x1874mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5T E-Hybrid (130) North Star	50.4	10.0	127	26	£36835
1.5T E-Hybrid (130) Summit	51.4	10.0	124	27	£38335
1.3T PHEV (240) auto Summit 4xe	141.2	7.3	47	31	£44765

Wrangler - 4882x1894mm
Euro NCAP: ★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 GME (272) auto Sahara 4dr	25.4	7.6	250	41	£63465
2.0 GME (272) auto Rubicon 4dr	23.7	7.6	269	41	£65870

Grand Cherokee - 4914x1979mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T PHEV (381) auto Limited 4xe	108.7	6.3	60	48	£72414
2.0T PHV (381) at Summit Res 4xe	108.7	6.3	60	49	£85914

KGM MOTORS

Dealers: 63 **Warranty:** 5 yrs/100000 mls

Tivoli - 4225x1810mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 GDi-T (163) K40	40.1	N/A	161	18	£23995
1.5 GDi-T (163) auto K40	36.9	N/A	175	18	£25749

Korando - 4450x1870mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 GDi-T (163) K35	36.9	10.8	175	18	£26995
1.5 GDi-T (163) auto K35	35.5	10.8	182	18	£27995

Torres - 4715x1890mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 GDi-T (163) auto K30	33.2	10.8	194	33	£36749
1.5 GDi-T (163) auto K40	33.2	10.8	194	33	£39749
1.5 GDi-T (163) auto K40 AWD	31.1	10.8	207	32	£41749
73.4kWh (207) auto K30 EVX	287	8.1	0	48	£36995
73.4kWh (207) auto K40 EVX	287	8.1	0	48	£39295

Actyon - 4740x1910mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 GDi-T (163) auto K50	33.1	N/A	194	25	£38649

Rexton - 4850x1960mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.2D (202) auto K30	32.9	10.7	225	36	£42495
2.2D (202) auto K40	32.9	10.7	225	37	£44235
2.2D (202) auto K50	32.6	10.7	227	38	£48710

Musso - 5095-5405x1950mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.2D (202) Rebel	34.0	N/A	220	48	£38358
2.2D (202) auto Rebel	32.0	N/A	236	50	£36246
2.2D (202) auto Saracen	32.0	N/A	236	50	£41718
2.2D (202) auto Saracen+ LWB	31.0	N/A	241	50	£43194

KIA

Dealers: 187 **Warranty:** 7 yrs/100000 mls

Picanto - 3605x1900mm
Euro NCAP: ★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 DPi (62) 2	55.4	15.4	116	4	£16065
1.0 DPi (62) GT-Line	52.3	15.4	121	5	£17215
1.0 DPi (62) 3	55.4	15.4	121	5	£18015
1.0 DPi (62) auto 2	54.3	18.2	119	4	£16765
1.0 DPi (62) auto GT-Line	52.3	18.2	123	5	£17915
1.0 DPi (62) auto 3	54.3	18.2	122	5	£18715
1.2 DPi (77) GT-Line S	51.4	13.1	124	8	£18915
1.2 DPi (77) auto GT-Line S	49.6	16.5	127	5	£19615

Ceed - 4310x1800mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 T-GDi (138) 2	48.7	9.5	128	13	£23325
1.5 T-GDi (138) GT-Line	48.7	9.5	131	13	£26025
1.5 T-GDi (138) 3	49.6	9.5	131	13	£26525
1.5 T-GDi (138) auto GT-Line	47.9	9.7	134	13	£26980
1.5 T-GDi (138) auto 3	47.9	9.7	134	13	£27480
1.5 T-GDi (138) auto GT-Line S	44.8	9.7	142	15	£31485

Ceed Sportswagon - 4600x1800mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 T-GDi (138) 2	49.6	9.7	129	13	£24070
1.5 T-GDi (138) 3	47.9	9.7	133	13	£27125
1.5 T-GDi (138) auto 3	47.1	9.9	136	13	£28225

ProCeed - 4605x1800mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 T-GDi (138) GT-Line	47.9	9.7	133	13	£27125
1.5 T-GDi (138) auto GT-Line	47.9	9.9	134	13	£28080
1.5 T-GDi (138) auto GT-Line S	44.8	9.9	144	14	£32585

EV6 - 4695x1890mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
84kWh (225) auto Air	361	7.7	0	34	£45585
84kWh (225) auto GT-Line	361	7.7	0	35	£48585
84kWh (320) auto AWD GT-Line	339	5.3	0	40	£52085
84kWh (641) auto AWD GT	279	3.5	0	46	£59985

GT-Line S: add £5100 to GT-Line, **heat pump:** add £1000 to GT-Line S

PV5 Passenger - 4695x1895mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
51.5kWh (120) auto Essential	179	12.8	0	N/A	£32995
51.5kWh (120) auto Plus	179	12.8	0	N/A	£TBC
71.2kWh (160) at Essential L. Range	249	10.7	0	N/A	£35995
71.2kWh (160) auto Plus Long Range	249	10.7	0	N/A	£38295

Stonic - 4140x1760mm
Euro NCAP: ★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 T-GDi (98) 2	51.4	11.3	125	9	£21485
1.0 T-GDi (98) GT-Line	48.7	11.3	132	10	£22540
1.0 T-GDi (98) 48v 3	50.4	11.3	127	10	£23990
1.0 T-GDi (98) auto 2	50.4	12.4	125	8	£22485
1.0 T-GDi (98) auto GT-Line	47.1	12.4	135	8	£23540
1.0 T-GDi (98) auto 48v 3	49.6	12.4	129	9	£24990

GT-Line S: add £1100 to GT-Line

XCeed - 4395x1826mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 T-GDi (138) 2	46.3	8.7	137	16	£24610
1.5 T-GDi (138) GT-Line	44.8	8.7	141	17	£26085
1.5 T-GDi (138) 3	44.8	8.7	141	17	£26585
1.5 T-GDi (138) auto GT-Line	44.8	8.9	142	17	£27185
1.5 T-GDi (138) auto 3	44.8	8.9	142	17	£27685
1.5 T-GDi (138) auto GT-Line S	44.8	8.9	142	17	£32185

Niro - 4420x1825mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.6 GDi Hybrid (139) auto 2	64.2	10.4	100	20	£30270
1.6 GDi Hybrid (139) auto 3	61.4	10.4	105	21	£32540
1.6 GDi Hybrid (139) auto 4	60.1	10.4	106	21	£35290
1.6 GDi PHEV (180) auto 2	353.1	9.6	18	23	£35435
1.6 GDi PHEV (180) auto 3	313.9	9.6	21	24	£37685
1.6 GDi PHEV (180) auto 4	282.5	9.6	22	24	£40435
65kWh (201) auto EV 2	285	7.8	0	28	£37335
65kWh (201) auto EV 3	285	7.8	0	29	£39585
65kWh (201) auto EV 4	285	7.8	0	29	£42335

Heat pump: add £900 to EV 4

EV3 - 4300x1850mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
58.3kWh (201) auto Air	267	7.5	0	34	£33005
81.4kWh (201) auto Air	372	7.7	0	36	£36005
81.4kWh (201) auto GT-Line	347	7.9	0	37	£39405
81.4kWh (201) auto GT-Line S	347	7.9	0	38	£43005

Heat pump: add £900 to GT-Line S

Sportage - 4515x1865mm
Euro NCAP: ★★★★★ **Driver Power:** 45th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.6 T-GDi 48v (157) 2	44.1	9.8	149	19	£30170
1.6 T-GDi 48v (157) GT-Line	44.1	9.8	146	20	£32670
1.6 T-GDi 48v (157) auto GT-Line	44.8	9.8	146	20	£34370
1.6 T-GDi 48v (157) auto GT-Line S	42.2	9.8	147	31	£39570
1.6 T-GDi HEV (212) auto GT-Line	51.4	8.4	129	22	£36215
1.6 T-GDi HEV (212) auto GT Line S	51.4	8.4	132	24	£41470
1.6 T-GDi HEV (212) at GT-Li S AWD	45.6	8.7	146	24	£43070
1.6 T-GDi PHEV (248) at GT-Li AWD	235.4	8.4	25	26	£40685
1.6 T-GDi PHEV (248) at GT-L S AWD	235.4	8.4	25	27	£45885

3: add £1000 to GT-Line

Sorento - 4815x1900mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.6T HEV (212) auto AWD 2	42.2	9.7	153	25	£43685
1.6T HEV (212) auto AWD 3	40.4	9.7	158	26	£47885
1.6T HEV (212) auto AWD 4	39.8	9.7	160	27	£52385
1.6T PHEV (248) auto AWD 2	176.6	8.8	37	31	£47405
1.6T PHEV (248) auto AWD 3	176.6	8.8	37	33	£51605
1.6T PHEV (248) auto AWD 4	176.6	8.8	37	34	£56105
2.2 CRDi (190) auto AWD 2	43.5	9.7	170	30	£42675
2.2 CRDi (190) auto AWD 3	42.8	9.7	173	31	£47290
2.2 CRDi (190) auto AWD 4	42.8	9.7	174	32	£51790

EV9 - 5015x1980mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
99.8kWh (201) auto Air 7st	349	9.4	0	45	£65035
99.8kWh (378) at AWD GT-Line 7st	313	5.3	0	50	£73285
99.8kWh (378) at AWD GT-Li S 7st	313	5.3	0	50	£76035
99.8kWh (378) at AWD GT-Li S 6st	313	5.3	0	50	£77035
99.8kWh (502) auto AWD GT	280	4.6	0	50	£82185

LAMBORGHINI

Dealers: 7 **Warranty:** 3 yrs/unlimited mls

Urus - 5123x2022mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
4.0T V8 PHEV (800) auto SE	N/A	3.4	N/A	50	£208000
4.0T V8 FSI (666) auto S	20.0	3.5	320	50	£186509
4.0T V8 FSI (666) auto Performante	20.0	3.3	320	50	£208398

Four seats: add £3150

Temerario - 4706x1996mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
4.0 V8TT (920) auto AWD	N/A	2.7	N/A	N/A	£260035
4.0 V8TT (920) auto AWD Alleggerita	N/A	2.7	N/A	N/A	£297235

Revuelto - 4947x2033mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
6.5 V12 (1015) auto AWD Coupe	23.7	2.5	316	50	£452040

LAND ROVER

Dealers: 130 **Warranty:** 3 yrs/unlimited mls

Discovery Sport - 4597x2069mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5T P270e auto AWD S	185.3	7.4	35	37	£50260
1.5T P270e at AWD Dynamic SE	178.6	7.4	36	39	£52880
1.5T P270e at AWD Dynamic HSE	175.2	7.4	37	42	£58030
2.0 D165 auto AWD S	42.7	10.2	173	28	£44540
2.0 D165 auto AWD Dynamic SE	42.0	10.2	176	30	£48060
2.0 D200 auto AWD S	42.7	8.6	173	32	£45940
2.0 D200 auto AWD Dynamic SE	42.0	8.6	176	34	£49460
2.0 D200 auto AWD Dynamic HSE	41.7	8.6	178	39	£54610

Defender 90 - 4583x2008mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
5.0 V8 S/C P425 auto AWD X	20.2	5.6	316	45	£96190
5.0 V8 S/C P525 auto AWD V8	19.9	5.2	320	50	£113250
3.0 D250 auto AWD X-Dynamic SE	33.6	8.0	220	37	£61440
3.0 D250 at AWD X-Dynamic HSE	33.3	8.0	222	38	£68175
3.0 D350 auto AWD S	33.7	6.2	219	41	£59960
3.0 D350 auto AWD X-Dynamic SE	33.6	6.2	221	41	£64940
3.0 D350 at AWD X-Dynamic HSE	33.3	6.2	222	44	£71675
3.0 D350 auto AWD X	33.0	6.2	224	46	£90385

Defender 110 - 5018x2008mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
4.4 V8TT P635 auto AWD Octa	21.4	3.8	298	50	£148045
4.4 V8TT P635 auto AWD Octa Ed 1	21.1	3.8	302	50	£163545
5.0 V8 S/C P425 auto AWD X	19.9	5.8	321	46	£100395
2.0T P300e auto AWD S	104.2	7.6	61	41	£69810
2.0T P300e at AWD X-Dynamic SE	103.0	7.6	62	42	£76765
2.0T P300e at AWD X-Dynam HSE	101.6	7.6	63	44	£79580
2.0T P300e at AWD Sedona Ed	99.5	7.6	64	45	£86710
2.0T P300e auto AWD X	98.6	7.6	65	46	£95040
3.0 D250 auto AWD S	33.1	8.3	223	38	£62120
3.0 D250 auto AWD X-Dynamic SE	32.8	8.3	225	39	£69470
3.0 D250 at AWD X-Dynamic HSE	32.8	8.3	226	39	£73660
3.0 D350 auto AWD S	33.1	6.4	224	38	£66290
3.0 D350 auto AWD X-Dynamic SE	32.8	6.4	226	43	£75020
3.0 D350 at AWD X-Dynamic HSE	32.7	6.4	226	44	£77835
3.0 D350 at AWD Sedona Edition	32.5	6.4	228	45	£84470
3.0 D350 auto AWD X	32.3	6.4	229	46	£95970

Defender 130 - 5358x2008mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
5.0 V8 S/C P425 at AWD X-Dyn SE	19.9	6.2	321	43	£89670
5.0 V8 S/C P425 at AWD X-Dy HSE	19.8	6.2	322	46	£93175
5.0 V8 S/C P425 auto AWD X	19.8	6.2	323	48	£111075
5.0 V8 S/C P500 auto AWD V8	19.6	5.7	325	50	£120980
3.0 D350 auto AWD X-Dynamic SE	32.3	6.8	229	43	£83925
3.0 D350 at AWD X-Dynamic HSE	32.2	6.8	230	46	£87490
3.0 D350 auto AWD Outbound	32.4	6.8	229	43	£85060
3.0 D350 auto AWD X	31.8	6.8	233	47	£104390

Discovery - 4956x2000mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 D350 auto AWD S	34.8	6.3	213	43	£64610
3.0 D350 auto AWD Dynamic SE	34.3	6.3	216	43	£70410
3.0 D350 auto AWD Dynamic HSE	32.8	6.3	217	45	£74775
3.0 D350 at AWD Metropolitan Ed	33.8	6.3	219	45	£79670

Range Rover Evoque - 4371x1996mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 P160 auto S	35.9	9.7	178	25	£44755
2.0 P160 auto Dynamic SE	35.3	9.7	181	26	£47330
1.5 P270e auto AWD S	196.0	6.8	33	34	£49110
1.5 P270e auto AWD Dynamic SE	194.7	6.8	33	36	£53235
1.5 P270e at AWD Autobiography	190.9	6.8	34	39	£58385
2.0 D165 auto AWD S	44.0	9.2	168	26	£44380
2.0 D165 auto AWD Dynamic SE	43.6	9.2	170	29	£47755
2.0 D200 auto AWD S	44.0	7.9	168	29	£45435
2.0 D200 auto AWD Dynamic SE	43.6	7.9	170	33	£49560
2.0 D200 at AWD Autobiography	42.0	7.9	176	34	£55540

Range Rover Velar - 4797x2041mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0T P400 auto AWD Dynamic SE	28.9	5.2	223	43	£69025
3.0T P400 at AWD Autobiography	28.2	5.2	228	47	£77735
2.0T P400e auto AWD S	161.1	5.1	40	43	£65445
2.0T P400e auto AWD Dynamic SE	157.7	5.1	41	44	£69670
2.0T P400e at AWD Autobiography	150.7	5.1	43	44	£75005
2.0 D200 auto AWD S	43.7	7.8	170	36	£55410
2.0 D200 auto AWD Dynamic SE	42.8	7.8	173	36	£60395
2.0 D200 auto AWD Autobiography	41.5	7.8	204	36	£67630
3.0 D300 auto AWD Dynamic SE	38.4	6.1	193	42	£66905
3.0 D300 at AWD Autobiography	37.5	6.1	197	46	£73540

Range Rover Sport - 4946x2047mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0TT P460e auto AWD SE	382.4	5.3	17	50	£90310
3.0TT P460e at AWD Dynamic SE	385.6	5.3	17	50	£93310
3.0TT P460e auto AWD Autobiog	366.7	5.3	17	50	£104830
3.0TT P550e auto AWD Autobiog	362.2	4.7	18	50	£114160
4.4 V8TT P530 auto AWD Autobiog	24.7	4.3	259	50	£119025
4.4 V8TT P635 auto AWD SV Ed 2	23.6	3.7	272	50	£174545
3.0 D250 auto AWD S	39.4	7.3	188	44	£76350
3.0 D300 auto AWD SE	38.8	6.1	191	47	£85575
3.0 D300 auto AWD Dynamic SE	38.9	6.1	191	48	£88575
3.0 D300 at AWD Autobiography	38.1	6.1	195	50	£100095
3.0 D350 at AWD Autobiography	38.1	5.5	194	50	£104275

Range Rover - 5052x2047mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
4.4TT V8 P530 at AWD Autobiog	24.3	4.4	264	50	£145145
4.4TT V8 P615 auto AWD SV	24.1	4.3	266	50	£174345
3.0TT P460e auto AWD SE	375.7	5.5	17	50	£115915
3.0TT P460e auto AWD HSE	369.6	5.5	17	50	£121635
3.0TT P460e auto AWD Autobiog	360.1	5.5	18	50	£134795
3.0TT P550e auto AWD Autobiog	356.9	4.8	18	50	£138665
3.0TT P550e auto AWD SV	343.1	4.8	19	50	£161865
3.0 D300 auto AWD SE	38.2	6.3	194	50	£105675
3.0 D300 auto AWD HSE	37.8	6.3	196	50	£111755
3.0 D300 at AWD Autobiography	37.5	6.3	198	50	£125355
3.0 D350 auto AWD SE	38.3	5.7	194	50	£108775
3.0 D350 auto AWD HSE	37.9	5.7	196	50	£114855
3.0 D350 at AWD Autobiography	37.6	5.7	197	50	£128455

Range Rover LWB - 5252x2047mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
4.4TT V8 P530 at AWD Autob 7st	24.0	4.4	266	50	£147145
4.4TT V8 P615 auto AWD SV	24.1	4.4	266	50	£194175
3.0TT P460e at AWD Autobiog	346.2	5.6	19	50	£137545
3.0TT P460e auto AWD SV	336.2	5.6	19	50	£178290
3.0 D350 auto AWD HSE 7st	36.8	6.0	201	50	£120055
3.0 D350 auto AWD Autobiog 7st	36.7	6.0	202	50	£130455

Four seats: add £600 to P530/D350 Autobiography

LEAPMOTOR

Dealers: 8 **Warranty:** 3 years

T03 - 3620x1652mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
37kWh (95) auto T03	165	12.7	0	N/A	£15995

C10 - 4739x1900mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
70kWh (218) auto C10	261	7.5	0	N/A	£36500

LEXUS

Dealers: 51 **Warranty:** 3 yrs/60000 mls

ES - 4975x1865mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.5 Hybrid (218) at 300h Premium	53.2	8.9	120	35	£43945
2.5 Hybrid (218) auto 300h Takumi	53.2	8.9	121	36	£57495

Premium Plus: add £5150 to Premium

LM - 5130x1890mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.5 Hybrid (250) auto 350h	42.1	9.1	152	29	£89995
2.5 Hybrid (250) auto AWD 350h	39.2	9.1	163	29	£92995
2.5 Hyb (250) at AWD 350h Takumi	39.2	9.1	163	29	£112995

LBX - 4190x1825mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 Hybrid (136) auto Urban	65.7	9.6	105	23	£29995
1.5 Hybrid (136) auto Premium	65.7	9.6	105	23	£32845
1.5 Hybrid (136) at Premium Plus	65.7	9.6	105	24	£34845
1.5 Hybrid (136) auto Takumi	65.7	9.6	105	25	£38525
1.5 Hybrid (136) at Takumi AWD	62.8	9.6	115	24	£40525

Design: add £1100 to Premium Plus, add £1000 to Takumi

UX - 4495x1840mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 Hyb (199) auto 300h Urban	56.4	8.1	113	24	£35245
2.0 Hyb (199) auto 300h Premium	56.4	8.1	113	24	£37245
2.0 Hyb (199) at 300h Premium Plus	54.3	8.1	117	26	£42945
2.0 Hyb (199) auto 300h F Sport	54.3	8.1	118	26	£44745
2.0 Hyb (199) auto 300h Takumi	54.3	8.1	118	30	£48845
2.0 Hyb (199) at E4 300h Premium+	50.4	7.9	126	27	£44945
2.0 Hyb (199) auto E4 300h F Sport	50.4	7.9	127	27	£46745
2.0 Hyb (199) auto E4 300h Takumi	50.4	7.9	127	31	£50845
72.8kWh (204) auto 300e Urban	279	7.5	0	38	£40065
72.8kWh (204) auto 300e Prem	279	7.5	0	38	£42145
72.8kWh (204) at 300e Prem Plus	279	7.5	0	38	£44145
72.8kWh (204) auto 300e Takumi	279	7.5	0	38	£51145

F Sport Design: add £2600 to Urban
F Sport Takumi: add £5300 to F Sport

NX - 4660x1865mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.5 Hyb (243) auto 350h Urban	49.5	8.7	129	35	£44845
2.5 Hyb (243) auto 350h Premium	49.5	8.7	129	35	£46645
2.5 Hyb (243) auto 350h Takumi	49.5	8.7	129	32	£58895
2.5 Hyb (243) auto 350h Urban AWD	47.0	7.7	135	36	£45845
2.5 Hyb (243) at 350h Prem AWD	47.0	7.7	136	36	£47645
2.5 Hyb (243) at 350h F Sport AWD	44.8	7.7	143	35	£55395
2.5 Hyb (243) at 350h Takumi AWD	44.1	7.7	145	40	£59895
2.5 PHEV (309) at 450h+ Prem AWD	313.9	6.3	22	40	£50245
2.5 PHEV (309) at 450h+ F Spt AWD	256.8	6.3	25	40	£57895
2.5 PHEV (309) at 450h+ T'mi AWD	256.8	6.3	26	43	£59895

Premium Plus: add £6250 to Premium Hybrid, add £5970 to PHEV
F Sport Takumi: add £7450 to F Sport AWD, add £2750 to F Sport PHEV

RZ - 4805x1895mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
71.4kWh (204) auto 300e Urban	297	8.0	0	38	£50145
71.4kWh (204) auto 300e Premium	295	8.0	0	38	£52445
71.4kWh (204) auto 300e Takumi	267	8.0	0	40	£60145
71.4kWh (313) auto 450e Premium	271	5.6	0	44	£58045
71.4kWh (313) auto 450e Takumi	252	5.6	0	45	£65745

Premium Plus: add £2300 to Premium

RX - 4890x1920mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.5 Hybrid (250) at 350h Premium	44.8	7.9	150	42	£63345
2.5 Hybrid (250) auto 350h F Sport	44.8	7.9	150	42	£70345
2.5 Hybrid (250) auto 350h Takumi	44.8	7.9	145	43	£77845
2.4T Hyb (371) auto 500h F Sport	35.3	6.2	182	46	£80695
2.5 PHEV (309) at 450h+ Premium	256.8	6.5	25	44	£65045
2.5 PHEV (309) auto 450h+ F Sport	256.8	6.5	25	44	£71045
2.5 PHEV (309) auto 450h+ Takumi	256.8	6.5	25	45	£77295

Premium Plus: add £6000 to 350h Premium, add £5500 to 450h+ Premium

LOTUS

Dealers: 18 **Warranty:** 3 yrs/36000 mls

Emeya - 5139x2005mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
102kWh (611) auto Emeya	360	4.2	0	N/A	£96200
102kWh (611) auto Emeya S	344	4.2	0	N/A	£108700
102kWh (917) auto Emeya R	298	2.8	0	N/A	£131200

Eletre - 5103x2135mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
112kWh (611) auto Eletre	373	4.5	0	50	£90750
112kWh (611) auto Eletre S	373	4.5	0	50	£105750
112kWh (917) auto Eletre R	304	3.0	0	50	£120000

Emira - 4413x1895mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (360) auto First Edition	30.7	4.3	208	N/A	£82595
3.5 V6 S/C (400) First Edition	25.0	4.2	258	N/A	£87095
3.5 V6 S/C (400) auto First Edition	25.0	4.6	258	N/A	£88895

McLAREN

Dealers: 8 **Warranty:** 3 years

Artura - 4539x1976mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 V6TT hybrid (700) auto Coupe	58.9	3.0	108	50	£202660
3.0 V6TT hybrid (700) auto Spider	58.9	3.0	108	50	£222760

750S - 4569x2161mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
4.0 V8TT auto 750S	23.2	2.8	276	50	£252260
4.0 V8TT auto 750S Spider	23.2	2.8	276	50	£277260

GTS - 4683x2045mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
4.0 V8TT (635) auto GT	26.2	3.2	270	50	£179260

MASERATI

Dealers: 9 **Warranty:** 3 yrs/unlimited mls

Grecale - 4847x1979mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (300) auto GT	32.1	5.6	199	N/A	£64055
2.0T (330) auto Modena	31.4	5.3	203	N/A	£71310
3.0 V6TT (530) auto Trofeo	25.2	3.8	254	N/A	£102775
105kWh (550) auto Folgore	310	4.1	0	N/A	£99000

GranTurismo - 4966x1957mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 V6TT (490) auto Modena	27.8	3.9	230	N/A	£133120
3.0 V6TT (550) auto Trofeo	27.8	3.5	230	N/A	£163590
3.0 V6TT (761) auto Folgore	280	2.7	0	N/A	£179950

GranCabrio: add £5995 to Trofeo, add £5660 to Folgore

MC20 - 4669x1965mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 V6TT (630) auto MC20 Coupe	24.4	2.9	262	N/A	£204465
3.0 V6TT (630) auto MC20 Cielo	24.1	3.0	265	N/A	£229465

MAXUS

Dealers: 57 **Warranty:** 5 yrs/100000 mls

Mifa 7 - 4907x1885mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
77kWh (241) auto Elite	255	N/A	0	N/A	£48774
77kWh (241) auto Luxury	255	N/A	0	N/A	£50580
90kWh (241) auto Premium	298	N/A	0	N/A	£54780

Mifa 9 - 5270x2000mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
90kWh (241) auto Elite	269	9.9	0	N/A	£65086
90kWh (241) auto Luxury	269	9.9	0	N/A	£70613
90kWh (241) auto Premium	269	9.9	0	N/A	£77482

T90 EV - 5365x1900mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
89kWh (177) auto Elite 2WD	205	N/A	0	N/A	£60720

MAZDA

Dealers: 154 **Warranty:** 3 yrs/60000 mls

2 Hybrid - 3940x1745mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 VVT-i Hyb (116) at Centre-Line	74.3	9.7	87	14	£24280
1.5 VVT-i Hyb (116) at Exclu-Line	74.3	9.7	92	14	£25575
1.5 VVT-i Hyb (116) at Homura	74.3	9.7	97	14	£27475
1.5 VVT-i Hyb (116) at Homura+	74.3	9.7	98	15	£29425

3 - 4460x1795mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.5 Skyactiv-G (140) Prime-Line	47.1	9.5	133	18	£24730
2.5 Skyactiv-G (140) Centre-Line	47.1	9.5	133	18	£25830
2.5 Skyactiv-G (140) Exclusive-Li	47.1	9.5	135	19	£27530
2.5 Skyactiv-G (140) auto Homura	44.8	9.5	141	17	£27875
2.5 Skyactiv-G (140) at Exclusiv-Li	44.8	9.5	141	18	£29075
2.0 e-Skyactiv-X (186) Centre-Line	53.3	8.1	123	22	£27675
2.0 e-Skyactiv-X (186) Exclusive-Li	53.3	8.1	126	23	£29975
2.0 e-Skyactiv-X (186) at Exclus-Li	47.1	8.5	138	22	£31575

Saloon: same price (Skyactiv X Exclusive-Line only) **Homura:** add £500 to Centre-Line **Takumi:** add £1200 to Exclusive-Line

CX-30 - 4395x1795mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.5 e-Skyactiv G (140) Prime-Line	47.1	9.7	135	16	£26135
2.5 e-Skyactiv G (140) Centre-Line	47.1	9.7	135	16	£27735
2.5 e-Skyactiv G (140) Exclusive-Li	47.1	9.7	136	17	£29435
2.5 e-Skyactiv G (140) at Centre-Li	42.8	10.3	147	15	£29235
2.5 e-Skyactiv G (140) at Exclu-Li	42.8	10.3	147	16	£30935
2.0 e-Skyactiv X (186) Centre-Line	49.6	8.3	129	20	£29535
2.0 e-Skyactiv X (186) Exclusive-Li	49.6	8.3	128	20	£31835
2.0 e-Skyactiv X (186) Takumi AWD	46.3	8.8	139	21	£36535
2.0 e-Skyactiv X (186) at Centre-Li	46.3	8.6	139	19	£31135
2.0 e-Skyactiv X (186) at Exclu-Li	46.3	8.6	140	19	£33435
2.0 e-Skyac-X (186) at Takumi AWD	42.8	9.0	148	21	£38035

Homura: add £1100 to Centre-Line
Takumi: add £2400 to Exclusive-Line

MX-30 - 4395x1795mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
830cc e-S'activ R-EV (170) at Prime	282.5	9.1	21	22	£31605
830cc e-S'activ R-EV (170) at Excl	282.5	9.1	21	22	£33605
830cc e-S'act R-EV (170) at M'koto	282.5	9.1	21	23	£36205

CX-5 - 4575x1845mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 e-Skyactiv-G (165) Centre-Line	43.5	10.7	146	17	£31330
2.0 e-Skyactiv-G (165) Exclusive-Li	43.5	10.7	146	18	£34430
2.0 e-Skyactiv-G (165) Takumi	43.5	10.7	146	19	£36830
2.0 e-Skyactiv-G (165) at Centre-Li	40.9	10.2	155	17	£33750
2.0 e-Skyactiv-G (165) auto Excl-Li	40.9	10.2	156	18	£36850
2.0 e-Skyactiv-G (165) at Takumi	40.9	10.2	156	19	£39250
2.5 e-S'activ-G (194) at Tk'mi AWD	37.2	9.5	171	21	£42280
2.2 Skyactiv-D (184) Exclusive-Li	50.4	9.2	147	26	£36630
2.2 Skyactiv-D (184) auto Excl-Li	43.6	9.3	160	25	£39050
2.2 S'activ-D (184) Takumi AWD	44.8	9.3	165	26	£41450
2.2 S'activ-D (184) at Takumi AWD	42.8	9.6	173	27	£43880

Newground: add £1000 to Skyactiv-G 165 Centre-Line
Homura: add £2000 to Skyactiv-G 165 Exclusive-Line

CX-60 - 4745x1890mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.5 e-S'activ PHEV (327) at Excl-Li	201.8	5.8	32	38	£46640
2.5 e-S'activ PHV (327) at Homura	201.8	5.8	32	39	£49790
2.5 e-S'activ PHEV (327) at Takumi	201.8	5.8	32	39	£50740
3.3 e-S'activ D (200) at Exclusive-Li	55.4	8.4	132	33	£46700
3.3 e-S'activ D (254) at Exc-Li AWD	51.4	7.4	139	38	£49350
3.3 e-S'activ D (254) at H'ura AWD	51.4	7.4	140	38	£52500
3.3 e-S'activ D (254) at Tk'mi AWD	51.4	7.4	142	39	£53450

Plus: add £2800 to PHEV, add £2600 to diesel (not Exclusive-Line)

CX-80 - 4995x1890mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.5 e-S'activ PHEV (327) at Excl-Li	176.6	6.8	35	37	£49780
2.5 e-S'activ PHV (327) at Homura	176.6	6.8	35	38	£52930
2.5 e-S'activ PHEV (327) at Takumi	176.6	6.8	36	38	£53880
3.3 e-S'activ D (254) at Exc-Li AWD	49.6	8.4	148	37	£52475
3.3 e-S'activ D (254) at H'ura AWD	49.6	8.4	149	38	£55625
3.3 e-S'activ D (254) at Tk'mi AWD	49.6	8.4	149	38	£56575

Plus: add £2650 to PHEV, add £3270 to diesel (not Exclusive-Line)

MX-5 - 3915x1735mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 Skyactiv-G (132) Prime-Line	44.8	8.3	140	27	£28285
1.5 Skyactiv-G (132) Exclusive-Li	44.8	8.3	140	27	£30285
2.0 Skyactiv-G (184) Exclusive-Li	40.9	6.5	153	33	£33115
2.0 Skyactiv-G (184) Homura	40.9	6.5	153	33	£35515

MX-5 RF: add £1900

MERCEDES

Dealers: 147 **Warranty:** 3 yrs/unlimited mls

A-Class - 4428x1796mm
Euro NCAP: ★★★★★ **Driver Power:** 11th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.3T (136) at A 180 Sport Edition	47.1	9.2	131	20	£31300
1.3T (136) auto A 180 Sport Exec	47.1	9.2	131	20	£32685
1.3T (163) auto A 200 Sport Exec	47.1	8.2	135	23	£34235
1.3T (218) at A 250 e AMG Li Exec	313.9	7.4	17	23	£41165
2.0T (306) at AMG A 35 4MT Tour	33.2	4.7	193	36	£47960
2.0T (421) at AMG A 45 S 4MATIC+	30.7	3.9	208	41	£65395
2.0 (150) auto A 200 d Sport Exec	57.7	8.3	130	23	£35235

AMG Line Executive: add £2225 to Sport Executive **A 35 Premium:** add £2020 to A 35 Touring Edition

A-Class Saloon - 4558x1796mm
Euro NCAP: ★★★★★ **Driver Power:** 11th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.3T (136) auto A 180 Sport Exec	47.9	9.3	134	20	£33180
1.3T (163) auto A 200 Sport Exec	47.9	8.3	134	23	£34730
1.3T (218) at A 250 e AMG Li Exec	313.9	7.5	71	28	£41760
2.0T (306) at AMG A 35 4MT Exec	33.6	4.8	189	36	£47790
2.0 (150) auto A 200 d Sport Exec	57.7	8.4	128	23	£35830

AMG Line Executive: add £2225 to Sport Executive **A 35 Premium:** add £1600 to A 35 Executive

B-Class - 4419x1796mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.3T (163) auto B 200 Sport Exec	46.3	8.4	136	25	£35965
2.0 (150) auto B 200 d Sport Exec	55.4	8.5	135	25	£37065

AMG Line Executive: add £2300 to Sport Executive

CLA-Class - 4731x1855mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
85kWh (272) at 250+ Sport Edition	484	6.7	0	N/A	£45615
85kWh (272) at 250+ AMG Line Ed	482	6.7	0	N/A	£49375
85kWh (272) at 250+ AMG Line Prem	462	6.7	0	N/A	£51770

C-Class - 4793-4842x1820-1900mm
Euro NCAP: ★★★★★ **Driver Power:** 5th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5T (204) auto C 200 AMG Line	43.5	7.3	142	38	£46175
2.0T (258) at C 300 AMG Line Prem	40.9	6.0	153	40	£53495
2.0T (313) auto C 300 e AMG Line	565.0	6.1	12	45	£51970
2.0T (408) auto AMG C 43 4MATIC	30.7	4.3	209	44	£69960
2.0T (476) at AMG C 63 S e 4MT+	31.4	3.4	205	50	£100935
2.0 (200) auto C 220 d AMG Line	60.1	7.5	119	39	£47575
2.0 (265) at C 300 d AMG Li Prem	53.3	5.7	136	41	£54925

C-Class Estate - 4793-4842x1820-1900mm
Euro NCAP: ★★★★★ **Driver Power:** 5th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5T (204) auto C 200 AMG Line	44.1	7.5	147	38	£47925
2.0T (258) at C 300 AMG Line Prem	40.9	6.0	157	40	£55245
2.0T (313) auto C 300 e AMG Line	565.0	6.3	13	45	£57220
2.0T (408) auto AMG C 43 4MATIC	30.4	4.4	209	44	£71710
2.0T (476) at AMG C 63 S e 4MAT+	31.4	3.4	205	50	£102685
2.0 (200) auto C 220 d AMG Line	62.8	7.6	123	39	£49235
2.0 (265) at C 300 d AMG Li Prem	53.3	5.8	139	41	£56675

E-Class - 4949-4959x1880mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (204) auto E 200 AMG Line	43.5	7.5	148	42	£56650
2.0T (313) at E 300 e Urban Edition	470.8	6.4	13	50	£65720
2.0T (313) at E 300 e AMG Line P	470.8	6.4	13	50	£70845
3.0T (449) at E 53 Hyb 4MATIC+	313.9	3.8	21	50	£92120
2.0 (197) auto E 220 d AMG Line	58.9	7.6	125	42	£58300
2.0 (197) auto E 300 de Urban Ed	706.3	6.4	11	49	£67720
2.0 (197) at E 300 de AMG Line Pr	706.3	6.4	11	50	£72845
3.0 (367) at E 450 d AMG Li Pr 4MT	47.1	4.8	158	50	£81095

E-Class Estate - 4949-4959x1880mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (204) auto E 200 AMG Line	41.5	7.8	155	42	£59720
2.0T (313) at E 300 e Urban Edition	470.8	6.5	14	50	£67970
2.0T (313) at E 300 e AMG Line P	470.8	6.5	14	50	£73095
3.0T (449) at E 53 Hyb 4MATIC+	282.5	3.9	23	50	£94370
2.0 (197) auto E 220 d AMG Line	56.5	7.9	131	42	£60650
2.0 (197) auto E 300 de Urban Ed	565.0	6.6	12	49	£69970
2.0 (197) at E 300 de AMG Line Pr	565.0	6.6	13	50	£75095
3.0 (367) at E 450 d AMG Li Pr 4MT	44.8	5.0	164	50	£83345

EQE - 4946x1906mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
96kWh (292) at EQE 350+ Sport Ed	429	6.5	0	50	£69365
91kWh (292) at EQE 350+ AMG Li Ed	429	6.5	0	50	£74615
91kWh (408) at EQE 500 AMG Li Ed	385	4.7	0	50	£82615
91kWh (625) at AMG EQE 53 4MT	306	3.5	0	50	£105995

AMG GT 4-Door - 5054x1953mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
4.0 V8TT (639) at AMG GT 63 S 4MT	21.4	3.2	298	50	£159300
4.0 V8TT (843) at AMG GT 63 S E Prf	25.2	2.9	254	50	£182450

S-Class - 5320x1954mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 (299) at S 450 e L 4MT AMG Line	403.6	5.9	17	50	£111665
3.0 (449) at S 500 L 4MT AMG Line	32.8	4.7	195	50	£112895
3.0 (517) at S 580 e L AMG Line	353.1	4.9	19	50	£119370
3.0 (517) at S 580 e Maybach	313.9	5.1	21	50	£174770
4.0 V8 (503) at S 580 4MT Maybach	26.4	4.8	242	50	£181490
4.0 V8TT (802) auto AMG S 63 E Perf	35.8	3.3	179	50	£193525
6.0 V12 (612) at S 680 4MT M'bach 1st	20.9	4.5	321	50	£226595
3.0 (313) auto S 350 d L AMG Line	44.8	5.6	166	50	£100390
3.0 (367) at S 450 d L 4MT AMG Li	43.5	5.0	171	50	£105785

EQS - 5216x1926mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
96kWh (292) auto 350 AMG Line	409	6.7	0	50	£99845
118kWh (360) at 450+ AMG Line	481	6.2	0	50	£112620
118kWh (360) at 450 4MAT AMG Li	467	5.7	0	50	£115920

Business Class: add £7000 to AMG Line

V-Class - 4895-5370x1928mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 (163) auto V 220 d Premium L	37.2	11.1	192	37	£76320
2.0 (237) auto V 300 d Premium L	36.2	7.9	196	43	£81600
2.0 (237) auto V 300 d Exclusive L	36.2	7.9	200	43	£91960
2.0 (163) auto V 220 d Premium XL	37.2	11.2	194	37	£77330
2.0 (237) auto V 300 d Premium XL	36.2	7.9	198	43	£82610
2.0 (237) at V 300 d Exclusive XL	36.2	7.9	199	43	£88770
2.0 (237) auto V 300 d M.P Prem L	34.9	8.6	207	44	£88455

EQV - 5370x1928mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
90kWh (204) at EQV 300 Exec Long	222	12.1	0	44	£92255

GLA-Class - 4412-4436x1834-1849mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.3T (136) at 180 Sport Edition	42.8	10.0	148	29	£35880
1.3T (163) at 200 Sport Executive	43.5	8.9	148	29	£38065
2.0T (218) auto 250 e AMG Li Exec	256.8	7.9	24	40	£45630
2.0T (306) auto AMG 35 4MATIC	32.1	5.2	201	41	£55570
2.0T (421) at AMG 45 S 4MATIC+	28.5	4.3	225	41	£73330
2.0 (150) at 200 d Sport Executive	51.4	8.8	142	31	£39115
2.0 (190) at 220 d 4MT AMG Li Ex	48.7	7.5	151	36	£46990

AMG Line Executive: add £3480 to Sport Executive

EQA - 4463x1834mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
67kWh (190) auto 250+ Sport Exec	346	8.6	0	44	£49760
67kWh (190) auto 250+ Urban Ed	346	8.6	0	44	£52020
67kWh (228) auto 300 4MT AMG Li	280	7.7	0	46	£53020

GLB-Class - 4634x1834mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.3T (163) at 200 Sport Executive	41.5	9.3	155	28	£40190
2.0 (150) at 200 d Sport Executive	50.4	9.2	148	29	£40420
2.0 (190) at 220 d 4MT AMG Li Ex	47.1	7.8	158	35	£48110

AMG Line Executive: add £3480 to Sport Executive

EQB - 4634x1834mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
71kWh (190) auto 250+ Sport Exec	321	8.9	0	N/A	£52810
71kWh (190) auto 250+ Urban Ed	321	8.9	0	N/A	£55070
67kWh (228) auto 300 4MT AMG Li	271	8.0	0	29	£55320

GLC-Class - 4721-4749x1920mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (280) at 300 4MAT AMG Line	38.2	6.2	167	42	£56495
2.0 Hyb (340) at 300 e 4MT Urban	470.8	6.7	13	47	£59970
2.0 Hyb (340) at 300 e 4MT AMG L	470.8	6.7	13	47	£64470
2.0T (443) at AMG GLC 43 4MATIC	27.2	4.5	236	45	£76715
2.0T (680) at AMG GLC 63 S e 4MT+	29.1	3.5	221	50	£125185
2.0 (219) at 220 d 4MAT AMG Line	53.3	8.0	140	40	£54450
2.0 (291) at 300 d 4MT AMG L Prm	48.7	6.3	151	44	£63895
2.0 Hyb (333) 300 de 4MT Urban	565.0	6.4	12	49	£62220
2.0 Hyb (333) 300 de 4MT AMG Li	565.0	6.4	12	49	£66720

GLC-Coupe - 4769-4792x1920mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (280) at 300 4MAT AMG Line	38.7	6.3	167	43	£62220
2.0 Hyb (340) at 300 e 4MT Urban	470.8	6.7	13	43	£65970
2.0 Hyb (340) at 300 e 4MT AMG L	470.8	6.7	13	43	£70470
2.0T (443) at AMG GLC 43 4MATIC	27.4	4.5	231	45	£78715
2.0T (680) at AMG GLC 63 S e 4MT+	29.1	3.5	221	50	£127185
2.0 (219) at 220 d 4MAT AMG Line	54.3	8.1	138	41	£60175
2.0 (291) at 300 d 4MT AMG L Prm	49.6	6.4	149	44	£68800

GLE-Class - 4926-4934x2015mm
Euro NCAP: ★★★★★ **Driver Power:** 1st

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 Hyb (375) at 400 e 4M Urban	94.2	6.1	69	47	£80490
3.0 Hyb (619) auto AMG 53 4MATIC+	67.3	4.7	95	50	£94835
3.0T (435) auto AMG 53 4MATIC+	26.7	5.0	241	50	£96665
4.0 V8TT (612) at AMG 63 S 4MT+	22.4	3.9	287	50	£139350
2.0 (289) at 300 d 4MAT Urban Ed	41.5	6.9	179	44	£78050
3.0 (389) at 450 d 4MAT Urban Ed	37.7	5.6	196	48	£82160
3.0 (329) at 350 de 4MAT Urban Ed	128.4	6.9	58	48	£78490

Seven seats: standard on GLE 300 d, GLE 450 d, AMG 53 non hybrid
AMG Line: add £5000 to Urban Ed

GLE-Coupe - 4941x2018mm
Euro NCAP: ★★★★★ **Driver Power:** 1st

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 Hyb (388) at 400 e 4M Urban Ed	97.4	6.1	65	49	£83490
3.0 Hyb (619) auto AMG 53 4MATIC+	72.4	4.7	88	50	£103880
3.0T (435) auto AMG 53 4MATIC+	27.4	5.0	235	50	£105790
4.0 V8TT (612) at AMG 63 S 4MT	22.6	3.9	284	50	£148350
3.0 (389) at 450 d 4MT Urban Ed	37.7	5.6	194	49	£85160
3.0 (389) at 350 de 4MT Urban Ed	134.5	6.9	55	49	£81490

AMG Line: add £5000 to Urban Edition

EQE SUV - 4863x1940mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
96kWh (292) at 350+ AMG Line Ed	378	6.9	0	50	£75505
91kWh (292) at 350 4MAT AMG Li Ed	342	6.6	0	50	£80005
96kWh (408) at 500 AMG Line Ed	365	5.0	0	50	£90570
91kWh (617) auto AMG 53 4MAT+	280	3.7	0	50	£115130

GLS-Class - 5209-5233x1956-2030mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0T (381) at 450 4MAT AMG Line	26.7	6.1	241	47	£114180
4.0 V8TT (579) at 600 Maybach	20.5	4.9	313	50	£182950

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
4.0 V8TT (579) at 600 May 1st Class	20.5	4.9	315	50	£187250
4.0 V8TT (634) at AMG 63 4MAT+	21.1	4.2	303	50	£158400
3.0 (367) at 450 d 4MAT AMG Line	33.6	6.1	222	50	£110800

Business Class: add £10000 to AMG Line

EQS SUV - 5125x1957mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
118kWh (360) at 450 4MAT AMG Li	400	6.2	0	50	£129480
118kWh (544) at 580 4MAT AMG Li	400	4.8	0	50	£139480
118kWh (658) at 680 4MAT Maybach	374	4.4	0	50	£200870

Business Class: add £14325 to AMG Line

G-Class - 4873x1984mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0T (469) auto 500 AMG Line	25.0	5.4	257	50	£150875
4.0 V8TT (605) auto AMG G 63	19.1	4.4	338	50	£189375
3.0 (387) auto G 450 d AMG Line	31.4	5.8	235	50	£141065
116kWh (587) at G 580 EQ AMG Line	280	4.7	0	50	£154870

Carbon Edition: add £10000 to AMG G 63 **Manufaktur Edition:** add £16500 to AMG G 63 **Magno Edition:** add £19000 to AMG G 63

CLE-Class Coupe - 4850-4853x1861-1936mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (204) auto CLE 200 AMG Line	42.8	7.4	148	35	£47675
2.0T (258) at CLE 300 4MT AMG Li P	40.4	6.2	158	40	£57370
2.0T (313) at CLE 300 e AMG Li P	470.8	6.3	13	45	£61620
3.0T (381) at CLE 450 4MT AMG Li P	36.7	4.4	175	43	£68325
3.0T (471) at AMG CLE 53 4MATIC+	30.4	4.2	212	44	£75660
2.0 (197) auto CLE 220 d AMG Line	60.1	7.5	123	36	£50075

CLE-Class Cabriolet - 4850-4853x1861-1936mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (204) auto CLE 200 AMG Line	42.2	7.9	153	40	£54495
2.0T (258) at CLE 300 4MT AMG Li P	39.2	6.6	167	44	£61370
3.0T (381) at CLE 450 4MT AMG Li P	35.3	4.7	180	46	£72325
3.0T (449) at AMG CLE 53 4MATIC+	29.4	4.4	218	47	£79660
2.0 (197) auto CLE 220 d AMG Line	57.7	7.9	129	41	£56075

AMG SL - 4700x1915mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (434) auto SL 43 Premium	31.4	4.7	206	50	£109910
2.0T (434) at SL 43 Premium Plus	31.4	4.7	215	50	£118910
4.0 V8TT (476) at SL 55 4MT Prem+	21.7	3.9	305	50	£152900
4.0 V8TT (585) at SL 63 4MT Prem+	21.7	3.6	305	50	£177150
4.0 V8TT (816) at SL 63 4MT S E Prf	28.3	2.9	228	50	£196740

AMG GT - 4728x1984mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (421) auto GT 43 Premium	27.4	4.6	235	50	£105435
4.0 V8TT (476) at GT 55 4MT Prem	20.2	3.9	319	50	£142200
4.0 V8TT (585) at GT 63 4MT Prem	20.2	3.2	319	50	£163500
4.0 V8TT (612) at GT 63 4MT Pro	20.2	3.2	319	50	£179350
4.0 V8TT (816) at GT 63 4MT S E Perf	26.7	2.8	241	50	£186290

MG

Dealers: 71 **Warranty:** 7 yrs/80000 mls

MG3 - 4113x1797mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 Hybrid+ (194) auto SE	64.2	8.0	100	23	£18495
1.5 Hybrid+ (194) auto Trophy	64.2	8.0	100	24	£20495

MG4 - 4287x1836mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
51kWh (170) auto SE	218	7.7	0	27	£26995
64kWh (203) auto SE Long Range	281	7.9	0	28	£29495
64kWh (203) at Trophy Long Range	270	7.9	0	29	£32495
77kWh (245) auto Extended Range	323	6.5	0	33	£36495
64kWh (435) auto XPower	239	3.7	0	40	£36495

MG5 - 4600x1818mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
52.5kWh (156) auto SE	214	7.7	0	32	£30995

Trophy: add £2500 to SE

ZS - 4430x1818mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 Hybrid+ (196) auto SE	55.4	8.7	115	22	£21995
1.5 Hybrid+ (196) auto Trophy	55.4	8.7	115	22	£24495

MGS5 EV - 4476x1849mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
49kWh (170) auto SE	211	8.0	0	29	£28495
64kWh (231) auto SE Long Range	298	6.3	0	34	£30995
64kWh (231) at Trophy Long Range	288	6.3	0	34	£33495

HS - 4670x1890mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 T-GDi (162) SE	38.2	9.4	168	24	£24995
1.5 T-GDi (162) auto SE	37.2	9.6	173	25	£26495
1.5 T-GDi (371) auto SE Plug-In	672.6	6.8	12	27	£31495

Trophy: add £2500 to SE

Cyberster - 4535x1913mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
77kWh (340) auto Trophy	316	5.0	0	47	£54995
77kWh (503) auto GT	276	3.2	0	50	£59995

MINI

Dealers: 148 **Warranty:** 3 yrs/unlimited mls

Cooper - 3858x1744mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5T (156) auto C Classic	47.9	7.7	133	21	£25265
1.5T (156) auto C Exclusive	47.9	7.7	134	22	£27465
2.0T (204) auto S Classic	45.6	6.6	140	25	£28265
2.0T (204) auto S Exclusive	45.6	6.6	140	25	£30465
2.0T (231) auto John Cooper Works	43.5	6.1	147	27	£33815
41kWh (184) auto E Classic	190	7.3	0	20	£26905
41kWh (184) auto E Exclusive	190	7.3	0	20	£29105
54kWh (218) auto SE Classic	250	6.7	0	26	£29905
54kWh (218) auto SE Exclusive	250	6.7	0	26	£32105
54kWh (258) at John Cooper Works	250	5.9	0	26	£35455

Sport: add £1300 to Exclusive

Cooper 5-Door - 4036x1744mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5T (156) auto C Classic	47.1	8.0	136	21	£26265
1.5T (156) auto C Exclusive	46.3	8.0	137	22	£28465
2.0T (204) auto S Classic	44.8	6.8	142	24	£29265
2.0T (204) auto S Exclusive	44.8	6.8	142	25	£31465

Sport: add £1300 to Exclusive

Cooper Convertible - 3879x1744mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (163) auto C Classic	43.5	8.2	147	23	£28715
2.0T (163) auto C Exclusive	43.5	8.2	148	23	£30915
2.0T (204) auto S Classic	42.8	6.9	149	27	£31715
2.0T (204) auto S Exclusive	42.8	6.9	149	27	£33915
2.0T (231) auto John Cooper Works	40.9	6.4	156	29	£37535

Sport: add £1300 to Exclusive

Aceman - 4079x1754mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
38.5kWh (184) auto E Classic	192	7.9	0	20	£28905
38.5kWh (184) auto E Exclusive	190	7.9	0	20	£31105
49.2kWh (218) auto SE Classic	251	7.1	0	23	£31905
49.2kWh (218) auto SE Exclusive	249	7.1	0	24	£34105
49.2kWh (258) at J Cooper Works	242	6.4	0	24	£36905

Sport: add £1300 to Exclusive

Countryman - 4444x1843mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5T (170) auto C Classic	47.9	8.3	133	20	£29100
1.5T (170) auto C Exclusive	47.9	8.3	134	21	£31600
2.0T (218) auto S Classic ALL4	42.8	7.1	148	25	£35100
2.0T (218) auto S Exclusive ALL4	42.2	7.1	151	25	£38420
2.0T (300) at J Cooper Works ALL4	36.2	5.4	177	30	£42750
64.6kWh (204) auto E Classic	286	8.6	0	23	£33005
64.6kWh (204) auto E Exclusive	281	8.6	0	24	£35505
64.6kWh (313) auto SE Classic ALL4	266	5.6	0	31	£39005
64.6kWh (313) at SE Exclusive ALL4	262	5.6	0	31	£41505

Sport: add £1200 to Exclusive

MORGAN

Dealers: 18 **Warranty:** TBC

Super 3 - 3581-1840mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 (118) Super 3	40.0	7.0	130	N/A	£43165

Roadster - 3700-3890x1680-1756mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0TT (255) Plus 4	39.0	5.2	165	N/A	£62995
2.0TT (255) auto Plus 4	40.0	4.8	159	N/A	£64995
3.0TT (335) auto Plus 6	34.0	4.2	180	N/A	£81995

NISSAN

Dealers: 221 **Warranty:** 3 yrs/60000 mls

Juke - 4210x1800mm
Euro NCAP: ★★★★★ **Driver Power:** 27th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 DIG-T (114) Acenta Premium	48.7	10.7	133	13	£24045
1.0 DIG-T (114) N-Connecta	48.7	10.7	133	14	£26045
1.0 DIG-T (114) at Acenta Premium	47.1	11.8	137	12	£25545
1.0 DIG-T (114) auto N-Connecta	47.1	11.8	137	14	£27545
1.6 Hybrid (143) auto N-Connecta	58.4	10.1	110	14	£29575

Tekna: add £1500 to N-Connecta
Tekna+: add £1400 to Tekna
N-Sport: same price as Tekna+

Qashqai - 4394x1806mm
Euro NCAP: ★★★★★ **Driver Power:** 28th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.3 DiG-T (140) Acenta Premium	44.8	10.2	142	12	£30615
1.3 DiG-T (140) Tekna	44.1	10.2	145	13	£35005
1.3 DiG-T (158) Acenta Premium	44.8	9.5	142	17	£31335
1.3 DiG-T (158) Tekna	44.1	9.5	145	18	£35725
1.3 DiG-T (158) at Acenta Premium	45.6	9.2	141	15	£32935
1.3 DiG-T (158) auto Tekna	44.1	9.2	144	16	£37625
1.3 DiG-T (158) at N-Connecta AWD	40.9	9.9	155	15	£36410
1.3 DiG-T (158) auto Tekna AWD	40.4	9.9	157	16	£39820
1.5 e-Power (190) at Acenta Prem	54.3	7.9	117	24	£34860
1.5 e-Power (190) auto Tekna	53.3	7.9	119	26	£39730

N-Connecta: add £2170 to Acenta Premium **N-Design:** add £4170 to Acenta Premium **Tekna+:** add £2790 to Tekna (not DiG-T 140)

X-Trail - 4680x1840mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 VC-T (163) at Acenta Premium	39.8	9.6	157	22	£36225
1.5 VC-T (163) auto Tekna	38.7	9.6	161	23	£42290
1.5 e-Power (204) at Acenta Prem	48.7	8.0	129	24	£37770
1.5 e-Power (204) auto N Trek	48.7	8.0	130	26	£43780
1.5 e-Power (204) auto Tekna	47.1	8.0	133	26	£43935
1.5 e-P (213) at Acenta Prem AWD	44.8	7.0	141	28	£40070
1.5 e-Power (213) at N TrekAWD	44.8	7.0	141	30	£45980
1.5 e-Power (213) at Tekna AWD	43.5	7.0	144	30	£46135

Seven seats: add £1000 (not e-Power 204) **N-Connecta:** add £2825 to Acenta Premium **Tekna+:** add £2670 to Tekna

Ariya - 4595x1850mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
63kWh (217) auto Engage	251	7.5	0	30	£39655
63kWh (217) auto Advance	250	7.5	0	30	£43155
87kWh (242) auto Engage	330	7.6	0	34	£44655
87kWh (242) auto Advance	329	7.6	0	34	£48155
87kWh (306) auto Advance 4WD	319	5.7	0	41	£50855
87kWh (435) auto Nismo 4WD	261	5.1	0	41	£56630

Evolve: add £3995 to Advance

OMODA

Dealers: TBC **Warranty:** 7 yrs/100000 mls

Omoda 5 - 4424x1830mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.6T (187) auto Comfort	31.2	7.9	170	34	£25235
1.6T (187) auto Noble	31.2	7.9	170	35	£27035
61kWh (204) auto Comfort	257	7.2	0	34	£33055
61kWh (204) auto Noble	257	7.2	0	35	£34555

Omoda 9 - 4775x1920mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5T PHEV (449) auto Noble	47.1	4.9	38	45	£44990

PEUGEOT

Dealers: 283 **Warranty:** 3 yrs/60000 mls

208 - 4055x1745mm
Euro NCAP: ★★★★ **Driver Power:** 50th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 PureTech (100) Style	58.2	10.1	114	22	£19995
1.2 PureTech (100) Allure	58.2	10.1	114	21	£24645
1.2 PureTech (100) GT	58.2	10.1	121	21	£26795
1.2 Hybrid (110) auto Allure	65.9	9.8	103	23	£26450
1.2 Hybrid (110) auto GT	65.9	9.8	105	23	£28600
1.2 Hybrid (145) auto GT	65.0	8.1	105	28	£29800
50kWh (136) auto Allure	219	8.1	0	28	£30050
50kWh (136) auto GT	219	8.1	0	31	£32100
51kWh (156) auto Allure	263	8.2	0	28	£30850
51kWh (156) auto GT	261	8.2	0	31	£32900

GT Premium: add £1500 to GT, add £1800 to GT EVs

308 - 4367x1859mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2T Hybrid (145) auto Allure	62.6	9.3	110	20	£32925
1.2T Hybrid (145) auto GT	62.6	9.3	111	21	£36050
1.6 PHEV (195) auto Allure	62.6	7.9	18	26	£38220
1.6 PHEV (195) auto GT	62.6	7.9	18	28	£41430
1.5 BlueHDi (130) auto Allure	59.6	10.6	130	19	£33540
1.5 BlueHDi (130) auto GT	59.6	10.6	131	21	£36665
54kWh (156) auto Allure	257	9.8	0	24	£38220
54kWh (156) auto GT	257	9.8	0	25	£39990

308 SW: add £1200

408 - 4687x1859mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2T Hybrid (145) auto Allure	58.8	10.2	114	20	£35165
1.2T Hybrid (145) auto GT	58.8	10.2	114	22	£38485
1.6 PHEV (225) auto Allure	313.9	7.5	19	29	£41610
1.6 PHEV (225) auto GT	313.9	7.5	19	31	£44930
58kWh (210) auto Allure	280	7.6	0	33	£42185
58kWh (210) auto GT	280	7.6	0	34	£44995

508 Fastback - 4750x1859mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.6 Hybrid (225) auto GT	274.8	7.9	34	36	£46920
1.6 Hybrid (225) auto GT SW	274.8	8.0	37	36	£48120

e-Rifter - 4405-4755x1848mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 BlueHDi (130) auto Allure	54.3	10.8	148	14	£26515
1.5 BlueHDi (130) auto GT	54.3	10.8	148	15	£27005
1.5 BlueHDi (130) auto Allure Long	54.3	11.3	152	14	£29310
1.5 BlueHDi (130) auto GT Long	54.3	11.3	152	15	£29800
50kWh (136) auto Allure	199	11.3	0	22	£32250
50kWh (136) auto GT	199	11.3	0	22	£35045
50kWh (136) auto Allure Long	199	11.3	0	23	£33150
50kWh (136) auto GT Long	199	11.3	0	23	£35945

e-Traveller - 4981-5331x1920mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
75kWh (136) auto Active	217	14.3	0	38	£48925
75kWh (136) auto Active Long	217	14.3	0	40	£49825

Allure: add £5325

2008 - 4300x1770mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 PureTech (100) Allure	52.7	10.8	129	16	£28540
1.2 PureTech (130) auto Allure	48.9	9.2	138	16	£31395
1.2 Hybrid (136) auto Allure	62.1	8.3	112	23	£32170
54kWh (156) auto Allure	247	9.1	0	26	£35300

GT: add £2150 to Allure (not PureTech 100), **GT Premium:** add £1550 to GT

3008 - 4542x1895mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2T Hybrid (136) auto Allure	52.5	10.2	123	22	£36790
1.6 PHEV (195) auto Allure	356.2	7.8	19	32	£40860
73kWh (210) auto Allure	326	8.8	0	32	£45960
97kWh (230) auto Allure	435	8.7	0	N/A	£48660

GT: add £2950-£3530 to Allure

5008 - 4791x1895mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2T Hybrid (136) auto Allure	52.5	11.3	130	23	£39490
1.6 PHEV (195) auto Allure	356.2	8.3	23	35	£43560
73kWh (210) auto Allure	310	9.7	0	33	£48660
97kWh (230) auto Allure	414	9.6	0	N/A	£51360

GT: add £2950-£3530 to Allure

POLESTAR

Dealers: 2 **Warranty:** 3 yrs/60000 mls

Polestar 2 - 4606x1859mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
70kWh (268) auto Standard	344	6.2	0	34	£45160
82kWh (295) auto Long Range	408	5.9	0	35	£49160
82kWh (416) auto LR Dual Motor	369	4.3	0	42	£53160
82kWh (469) at LR Dual Motor Perf	352	4.0	0	42	£57950

Polestar 4 - 4840x2008mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
100kWh (268) auto Long Range	385	6.9	0	45	£59990
100kWh (536) at Long Dual Motor	367	3.7	0	48	£66990

Polestar 3 - 4900x1968mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
111kWh (295) auto Long Range	438	7.5	0	50	£69900
111kWh (483) auto LR Dual Motor	395	4.8	0	50	£75900
111kWh (510) at LR Dual Motor Perf	352	4.5	0	50	£81500

PORSCHE

Dealers: 36 **Warranty:** 3 yrs/unlimited mls

Taycan - 4963x1966-1998mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
97kWh (435) auto	422	4.8	0	50	£88200
97kWh (598) auto 4S	400	3.7	0	50	£96200
97kWh (700) auto GTS	394	3.3	0	50	£118200
97kWh (884) auto Turbo	391	2.7	0	50	£135200
97kWh (952) auto Turbo S	393	2.4	0	50	£162200
97kWh (1034) auto Turbo GT	347	2.3	0	50	£189200
97kWh (1034) at T GT Weissach	345	2.2	0	50	£189200

Taycan Sport Turismo - 4963x1966mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
97kWh (435) auto	404	4.8	0	50	£89200
97kWh (598) auto 4S	384	3.7	0	50	£97200
97kWh (700) auto GTS	378	3.3	0	50	£119200
97kWh (884) auto Turbo	379	2.7	0	50	£136200
97kWh (952) auto Turbo S	377	2.4	0	50	£163200

Taycan Cross Turismo - 4974x1967mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
97kWh (598) auto 4S	381	3.8	0	50	£99200
97kWh (884) auto Turbo	373	2.8	0	50	£138200
97kWh (952) auto Turbo S	373	2.5	0	50	£165200

Panamera - 5052x1937mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.9 V6 (353) auto	29.1	5.3	219	50	£89400
2.9 V6 (353) auto 4	27.7	5.0	230	50	£92400
2.9 V6 (470) auto 4 E-Hybrid	282.5	4.1	23	50	£99100
2.9 V6 (544) auto 4S E-Hybrid	256.8	3.7	24	50	£110200
4.0 V8 (500) auto GTS	23.5	3.8	274	50	£131700
4.0 V8 (680) auto Turbo E-Hybrid	235.4	3.2	27	50	£151500
4.0 V8 (782) auto Turbo S E-Hybrid	201.8	2.9	31	50	£175100

Macan - 4726x1927mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (265) auto	28.0	6.4	228	39	£56000
2.0T (265) auto T	28.0	6.2	229	39	£61000
3.0 V6 (380) auto S	25.4	4.8	251	42	£63000
3.0 V6 (440) auto GTS	25.0	4.5	255	47	£75000

Macan Electric - 4784x1938mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
100kWh (360) auto	398	5.7	0	44	£68500
100kWh (408) auto 4	381	5.2	0	46	£71200
100kWh (516) auto 4S	377	4.1	0	48	£76900
100kWh (639) auto Turbo	367	3.3	0	50	£96900

Cayenne - 4930x1983mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 V6T (353) auto	26.2	6.0	246	44	£77500
4.0 V8TT (474) auto S	22.8	5.0	282	48	£93000
4.0 V8TT (500) auto GTS	22.4	4.7	287	50	£107600
2.9 V6 (470) auto E-Hybrid	188.3	4.9	33	50	£86300
3.0 V6 (519) auto S E-Hybrid	201.8	4.7	31	50	£95200
4.0 V8 (739) auto Turbo E-Hybrid	166.2	3.7	39	50	£140600

Cayenne Coupe - 4930x1983mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 V6T (353) auto	25.9	5.7	247	44	£81900
4.0 V8TT (474) auto S	22.6	4.7	284	50	£98400
4.0 V8TT (500) auto GTS	22.4	4.4	287	50	£109200
2.9 V6 (470) auto E-Hybrid	188.3	4.9	33	50	£89600
3.0 V6 (519) auto S E-Hybrid	201.8	4.7	31	50	£100000
4.0 V8 (739) auto Turbo E-Hybrid	156.9	3.7	40	50	£146000
4.0 V8 (739) at Turbo E-Hybrid GT	156.9	3.6	40	50	£166100

718 Boxster - 4379x1801mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (300) 718 Boxster	30.1	5.1	212	44	£55800
2.0T (300) auto 718 Boxster	31.7	4.9	201	44	£57999
2.5T (350) 718 Boxster S	29.4	4.6	229	46	£65800
2.5T (350) auto 718 Boxster S	29.4	4.4	218	46	£67999
4.0 (400) 718 Boxster GTS 4.0	25.9	4.5	247	49	£77300
4.0 (400) auto 718 Boxster GTS 4.0	28.0	4.0	230	49	£79832

718 Cayman - 4379x1801mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (300) 718 Cayman	30.4	5.1	212	42	£53800
2.0T (300) auto 718 Cayman	31.7	4.9	201	42	£55999
2.5T (350) 718 Cayman S	28.0	4.9	228	44	£63800
2.5T (350) auto 718 Cayman S	29.4	4.4	217	44	£65999
4.0 (400) 718 Cayman GTS 4.0	25.9	4.5	247	46	£75300
4.0 (400) at 718 Cayman GTS 4.0	28.0	4.0	230	46	£77832

911 - 4542-4553x1852-1900mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0TT (394) auto Carrera	28.1	3.9	229	50	£103700
3.0TT (394) Carrera T	27.1	4.5	237	50	£115400
3.0TT (480) Carrera S	27.7	3.3	232	50	£120500
3.6TT (541) auto Carrera GTS	27.2	3.0	236	50	£137900
3.6TT (541) auto Carrera 4 GTS	27.1	3.0	236	50	£144400
4.0 (510) GT3	20.7	3.9	310	50	£158200
4.0 (510) auto GT3	20.5	3.4	312	50	£158200
4.0 (525) auto GT3 RS	21.4	3.2	299	50	£192600

GT3 Touring: same price as GT3

911 Cabriolet - 4542-4553x1852mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0TT (394) auto Carrera	27.5	4.1	234	50	£113700
3.0TT (394) Carrera T	26.4	4.7	243	50	£125400
3.0TT (394) auto Carrera S	27.2	3.5	236	50	£130500
3.6TT (541) auto Carrera GTS	26.6	3.1	241	50	£147900
3.6TT (541) auto Carrera 4 GTS	26.6	3.1	241	50	£154400
3.6TT (541) auto Spirit 70	26.5	3.1	242	50	£187700

911 Targa: same price as Carrera 4 GTS

RENAULT

Dealers: 158 **Warranty:** 5 yrs/100000 mls

5 E-Tech - 3922x1774mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
40kWh (120) auto Evolution	192	9.0	0	18	£22995
40kWh (120) auto Techno	191	9.0	0	19	£24995
40kWh (120) auto Iconic Five	190	9.0	0	22	£26995
52kWh (150) auto Techno	252	8.0	0	22	£26995
52kWh (150) auto Iconic Five	251	8.0	0	22	£28995
52kWh (150) auto Roland Garros	252	8.0	0	22	£29995

Clio - 4050x1798mm
Euro NCAP: ★★★★★ **Driver Power:** 32nd

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TCe (90) Evolution	54.3	12.2	118	10	£18995
1.0 TCe (90) Techno	53.3	12.2	119	11	£20595
1.0 TCe (90) Esprit Alpine	53.3	12.2	120	11	£22195
1.6 E-Tech (145) auto Evolution	65.7	9.3	95	15	£21895
1.6 E-Tech (145) auto Techno	65.7	9.3	97	15	£23495
1.6 E-Tech (145) auto Esprit Alpine	65.7	9.3	97	15	£25095

Megane E-Tech - 4200x1768mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
60kWh (220) auto Evolution	285	7.5	0	26	£33995
60kWh (220) auto Techno	282	7.5	0	25	£35995
60kWh (220) auto Iconic	281	7.5	0	26	£37995

4 E-Tech - 4144x1808mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
52kWh (150) auto Evolution	250	8.2	0	26	£26995
52kWh (150) auto Techno	250	8.2	0	27	£28995
52kWh (150) auto Iconic	250	8.2	0	27	£30995

Captur - 4239x1797mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TCe (90) Evolution	47.9	13.3	133	11	£22195
1.0 TCe (90) Techno	47.9	13.3	133	11	£23895
1.6 E-Tech (145) auto Evolution	61.4	10.6	103	16	£24995
1.6 E-Tech (145) auto Techno	61.4	10.6	104	16	£26695
1.6 E-Tech (145) auto Esprit Alpine	60.1	10.6	105	16	£28395

Symbioz - 4413x1797mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.6 E-Tech hyb (145) auto Techno	61.4	10.6	104	16	£29495
1.6 E-Tech hyb (145) at Techno Alp	61.4	10.6	105	17	£31495
1.6 E-Tech hyb (145) at Iconic Alp	60.1	10.6	106	17	£33495

Scenic E-Tech - 4470x1864mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
60kWh (170) auto Techno	260	8.6	0	28	£37495
87kWh (220) auto Techno	379	7.9	0	32	£40995
87kWh (220) auto Esprit Alpine	372	7.9	0	32	£43495
87kWh (220) auto Iconic	369	7.9	0	32	£45495

Austral - 4510x1825mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 E-Tech hyb (200) at Techno	61.4	8.4	105	21	£34695
1.2 E-Tech hyb (200) at Techno Alp	60.1	8.4	106	22	£36695
1.2 E-Tech hyb (200) at Iconic Alp	60.1	8.4	106	23	£38695

Rafale - 4710x1866mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 E-Tech hyb (200) auto Techno	60.1	8.6	105	29	£38195
1.2 E-Tech hyb (200) at Techno Alp	60.1	8.6	106	30	£42195
1.2 E-Tech hyb (200) at Iconic Alp	60.1	8.6	107	30	£44695
1.2 E-Tec PHEV (300) at Techno Alp	564.9	6.4	12	38	£45695
1.2 E-Tec PHEV (300) at Atelier Alp	470.8	6.4	15	39	£49695

ROLLS-ROYCE

Dealers: 6 **Warranty:** 4 yrs/unlimited mls

Cullinan - 5341x2164mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
6.75 V12 (571) auto	18.1	5.2	341	50	£332000
6.75 V12 (600) auto Black Badge	17.3	5.1	343	50	£380000

Ghost - 5545-5715x2148mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
6.75 V12 (571) auto	18.6	4.6	347	50	£278000
6.75 V12 (571) auto EWB	18.5	4.6	348	50	£310400
6.75 V12 (600) auto Black Badge	17.9	4.5	359	50	£323000

Phantom - 5762-5982x2018mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
6.75 V12 (571) auto	18.8	5.1	328	50	£417200
6.75 V12 (571) auto EWB	18.6	5.2	328	50	£479000

Spectre - 5475x1996mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
120kWh (577) auto	323	4.5	0	50	£332000

SEAT

Dealers: 128 **Warranty:** 3 yrs/60000 mls

Ibiza - 4059x1780mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TSI (95) SE	55.4	11.0	117	11	£19725
1.0 TSI (95) FR	52.3	11.0	123	12	£22105
1.0 TSI (95) Xcellence	51.4	11.0	126	12	£22320
1.0 TSI (115) FR	51.4	9.7	124	15	£22520
1.0 TSI (115) Xcellence	51.4	9.7	125	15	£22575
1.0 TSI (115) auto FR	51.4	9.9	126	15	£23600
1.0 TSI (115) auto Xcellence	50.4	9.9	126	15	£23655

SE Technology: add £1070 to SE
FR Sport: add £915 to FR
Xcellence Lux: add £1250 to Xcellence **Anniversary Edition:** add £955 to FR Sport

Leon - 4368x1991mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI (115) SE	50.4	10.4	128	14	£24250
1.5 TSI (115) FR	48.7	10.4	131	14	£27785
1.5 eTSI (115) auto SE	53.3	10.4	120	14	£27280
1.5 eTSI (115) auto FR	52.3	10.4	123	15	£30025
1.5 TSI (150) FR	48.7	8.7	131	19	£29365
1.5 eTSI (150) auto FR	52.3	8.7	123	19	£31375
1.5 e-Hybrid (204) auto FR	706.2	7.7	8	24	£36445
2.0 TDI (115) SE	62.8	8.7	119	19	£27190
2.0 TDI (150) FR	58.9	8.7	127	19	£31420

Leon ST estate: add £1480
SE Dynamic: add £1680 to SE
FR Sport: add £1915 to FR (not 1.0 TSI manual)

Arona - 4138x1780mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TSI (95) S	49.6	11.3	129	10	£19995
1.0 TSI (95) SE	51.4	11.3	124	10	£22460
1.0 TSI (115) FR	52.3	10.0	124	14	£25875
1.0 TSI (115) Xperience	52.3	10.0	123	14	£26595
1.0 TSI (115) auto SE	50.4	10.3	127	12	£23700
1.0 TSI (115) auto FR	50.4	10.3	128	14	£26955
1.0 TSI (115) auto Xperience	50.4	10.3	128	14	£27595
1.5 TSI (150) auto FR	49.6	8.4	129	18	£27240

SE Technology: add £1065 to SE
FR Sport: add £1170 to FR **Xperience Lux:** add £1665 to Xperience

Ateca - 4381x1841mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TSI (115) SE	47.1	11.0	137	13	£28635
1.5 Eco TSI (150) SE	45.6	9.0	141	18	£30560
1.5 Eco TSI (150) FR	43.5	9.0	148	18	£32430
1.5 Eco TSI (150) Xperience	43.5	9.0	149	18	£32715
1.5 Eco TSI (150) auto SE	44.1	9.0	145	18	£32180
1.5 Eco TSI (150) auto FR	42.8	9.0	150	18	£33840
1.5 Eco TSI (150) auto Xperience	42.8	9.0	151	18	£34505

SE Technology: add £875 to SE
FR Sport: add £2545 to FR **Xperience Lux:** add £3285 to Xperience

SERES

Dealers: TBC **Warranty:** 5 yrs/75000 mls

Seres 3 - 4385x1850mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
54kWh (160) auto Active	205	8.9	0	N/A	£29995
54kWh (160) auto Spirit	205	8.9	0	N/A	£31995

SKODA

Dealers: 135 **Warranty:** 3 yrs/60000 mls

Fabia - 4108x1780mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 MPI (80) SE Edition	53.9	15.7	116	4	£19880
1.0 MPI (80) Design Edition	54.3	15.7	116	4	£20680
1.0 TSI (95) SE Edition	55.8	10.7	117	11	£20430
1.0 TSI (95) Design Edition	56.2	10.7	117	11	£21230
1.0 TSI (116) SE Edition	55.6	9.3	116	15	£20930
1.0 TSI (116) Design Edition	56.1	9.3	116	15	£21730
1.0 TSI (116) SE L Edition	56.0	9.3	117	15	£22615
1.0 TSI (116) Monte Carlo Edition	54.6	9.3	118	15	£23115
1.0 TSI (116) auto SE Edition	53.8	9.7	126	14	£21930
1.0 TSI (116) auto Design Edition	54.2	9.7	126	14	£22730
1.0 TSI (116) auto SE L Edition	54.1	9.7	127	14	£23565
1.0 TSI (116) at Monte Carlo Edition	52.7	9.7	128	15	£24065
1.5 TSI (150) auto Design Edition	52.1	8.0	124	20	£24445
1.5 TSI (150) auto SE L Edition	52.1	8.0	124	20	£25280
1.5 TSI (150) at Monte Carlo Edition	50.9	8.0	125	20	£25780

Scala - 4362x1793mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TSI (95) SE Edition	55.4	10.8	119	12	£22255
1.0 TSI (116) SE Edition	54.8	9.5	119	15	£23230
1.0 TSI (116) Monte Carlo Edition	52.5	9.5	119	16	£27955
1.0 TSI (116) auto SE Edition	52.9	10.1	130	14	£24580
1.0 TSI (116) at Monte Carlo Edition	51.0	10.1	130	15	£29305
1.5 TSI (150) SE Edition	52.3	8.2	124	20	£24530
1.5 TSI (150) Monte Carlo Edition	50.4	8.2	124	21	£29255
1.5 TSI (150) auto SE Edition	52.1	8.2	131	21	£25880
1.5 TSI (150) at Monte Carlo Edition	50.5	8.2	131	21	£30605

SE L Edition: add £1800 to SE Edition

Octavia - 4698x1829mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI (116) SE Technology	54.3	10.4	118	14	£26775
1.5 TSI (116) auto SE Technology	57.5	10.6	112	14	£28815
1.5 TSI (150) SE L	53.3	8.5	121	20	£31250
1.5 TSI (150) SportLine	51.4	8.5	125	21	£32255
1.5 TSI e-Tec (150) auto SE L	57.3	8.5	112	20	£33290
1.5 TSI e-Tec (150) auto SportLine	55.2	8.5	117	21	£34295
2.0 TSI (265) auto vRS	40.3	6.5	159	27	£38670
2.0 TDI (116) SE Technology	66.2	10.0	112	17	£29320
2.0 TDI (116) SE L	65.5	10.0	113	18	£32370
2.0 TDI (150) auto SE Technology	63.4	8.5	117	21	£31720
2.0 TDI (150) auto SE L	62.8	8.5	118	22	£34770
2.0 TDI (150) auto SportLine	60.6	8.5	122	22	£35775

Octavia Estate - 4698x1829mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI (116) SE Technology	52.9	10.5	121	14	£27755
1.5 TSI (116) auto SE Technology	56.1	10.7	115	14	£29795
1.5 TSI (150) SE L	51.7	8.6	124	20	£32480
1.5 TSI (150) SportLine	50.5	8.6	127	20	£33285
1.5 TSI e-Tec (150) auto SE L	55.8	8.6	115	20	£34520
1.5 TSI e-Tec (150) auto SportLine	54.4	8.6	118	21	£35325
2.0 TSI (265) auto vRS	40.8	6.4	158	27	£39775
2.0 TDI (116) SE Technology	64.7	10.1	114	17	£30300
2.0 TDI (116) SE L	63.9	10.1	116	17	£33600
2.0 TDI (150) auto SE Technology	62.1	8.6	119	21	£32700
2.0 TDI (150) auto SE L	61.5	8.6	121	22	£36000
2.0 TDI (150) auto SportLine	59.9	8.6	124	22	£36805

Superb - 4912x1849mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI e-Tec (150) auto SE Tech	54.2	9.2	119	23	£34875
1.5 TSI e-Tec (150) auto SE L	52.1	9.2	123	24	£38230
2.0 TSI (265) auto 4x4 L&K	36.3	5.6	177	34	£46355
2.0 TDI (150) auto SE Technology	58.0	9.2	128	24	£35390
2.0 TDI (150) auto SE L	56.0	9.2	133	25	£38405
2.0 TDI (193) auto 4x4 SE L	48.3	7.5	153	31	£42020
2.0 TDI (193) auto 4x4 L&K	47.8	7.5	156	31	£45740

Superb Estate - 4902x1849mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI e-Tec (150) auto SE Tech	52.9	9.3	122	23	£36175
1.5 TSI e-Tec (150) auto SE L	51.0	9.3	126	24	£39530
1.5 TSI iV (204) auto SE Technology	784.3	8.1	8	29	£41465
1.5 TSI iV (204) auto SE L	682.8	8.1	9	30	£44820
1.5 TSI iV (204) auto L&K	735.7	8.1	9	30	£48540
2.0 TSI (265) auto 4x4 L&K	35.7	5.7	180	35	£47655
2.0 TDI (150) auto SE Technology	56.9	9.3	130	24	£36725
2.0 TDI (150) auto SE L	55.1	9.3	135	25	£39705
2.0 TDI (193) auto 4x4 SE L	47.7	7.6	155	30	£43320
2.0 TDI (193) auto 4x4 L&K	47.1	7.6	157	30	£47040

Kamiq - 4241x1793mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TSI (95) SE Edition	51.8	11.0	123	12	£24190
1.0 TSI (116) SE Edition	52.2	9.7	122	16	£25120
1.0 TSI (116) SE L Edition	50.8	9.7	126	15	£27335
1.0 TSI (116) auto SE Edition	50.5	10.2	127	16	£26520
1.0 TSI (116) auto SE L Edition	49.3	10.2	130	15	£28785
1.5 TSI (150) SE Edition	49.7	8.3	129	19	£26465
1.5 TSI (150) SE L Edition	48.2	8.3	132	20	£28730
1.5 TSI (150) auto SE Edition	49.6	8.3	129	20	£27865
1.5 TSI (150) auto SE L Edition	48.3	8.3	132	20	£30130

Monte Carlo Edition: add £2100 to SE L Edition

Elroq - 4488x1884mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
55kWh (170) auto 50 SE	232	8.7	0	22	£31500
63kWh (204) auto 60 SE L	265	7.7	0	27	£33350
63kWh (204) auto 60 Edition	265	7.7	0	27	£34450
63kWh (204) auto 60 SportLine	263	7.7	0	28	£37400
82kWh (286) auto 85 Edition	360	6.4	0	32	£38650
82kWh (286) auto 85 SportLine	355	6.4	0	34	£41600

Enyaq - 4658x1879mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
63kWh (204) auto 60 SE L	268	8.1	0	N/A	£39000
63kWh (204) auto 60 Edition	268	8.1	0	N/A	£40100
82kWh (286) auto 85 Edition	359	6.7	0	N/A	£44300
82kWh (286) auto 85x SportLine	332	6.7	0	N/A	£48750

Enyaq Coupe - 4658x1879mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
82kWh (286) auto 85 Edition	365	6.7	0	N/A	£46200
82kWh (286) auto 85x SportLine	334	6.7	0	N/A	£50650

Karoq - 4390x1841mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TSI (116) SE Drive	48.0	10.3	134	14	£29775
1.0 TSI (116) SE L	47.6	10.3	135	15	£31950
1.5 TSI (150) SE Drive	47.1	8.9	137	19	£30950
1.5 TSI (150) SE L	46.9	8.9	137	19	£33125
1.5 TSI (150) SportLine	45.0	8.9	143	20	£36190
1.5 TSI (150) auto SE Drive	46.2	9.0	139	19	£32400
1.5 TSI (150) auto SE L	46.0	9.0	140	19	£34575
1.5 TSI (150) auto SportLine	44.5	9.0	144	20	£37640
2.0 TSI (190) auto 4x4 SportLine	36.8	7.0	175	26	£41450
2.0 TDI (150) auto 4x4 SE L	48.9	8.7	152	20	£39560
2.0 TDI (150) auto 4x4 SportLine	48.8	8.7	152	21	£42625

Kodiaq - 4758x1864mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI e-Tec (150) auto SE 5st	47.4	9.7	136	18	£36645
1.5 TSI e-Tec (150) auto SE L 7st	44.5	9.9	145	19	£40205
1.5 TSI e-Tec (150) at SportLine 7st	45.2	9.9	143	20	£42705
1.5 TSI iV (204) auto SE 5st	691.5	8.4	9	24	£41935
1.5 TSI iV (204) auto SE L 5st	578.4	8.4	11	24	£44635
1.5 TSI iV (204) auto SportLine 5st	598.1	8.4	11	25	£47135
2.0 TSI (204) auto 4x4 SE L 7st	36.6	7.5	175	27	£45255
2.0 TSI (204) auto 4x4 SportLine 7st	36.4	7.5	176	27	£52595
2.0 TSI (265) auto 4x4 vRS 7st	33.8	6.4	194	31	£47755
2.0 TDI (150) auto SE 5st	53.2	9.6	139	20	£38945
2.0 TDI (150) auto SE L 7st	49.8	9.8	149	21	£42505
2.0 TDI (193) auto 4x4 SE L 7st	44.1	8.0	168	26	£46225
2.0 TDI (193) at 4x4 SportLine 7st	44.6	8.0	166	26	£48725

Seven seats: add £860 to SE (not iV)

SKYWELL

Dealers: TBC **Warranty:** 7 yrs/100000 mls

BE11 - 4720x1908mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
72kWh (204) auto Standard Range	248	9.6	0	N/A	£36940
86kWh (204) auto Long Range	304	9.6	0	N/A	£39940

SMART

Dealers: 48 **Warranty:** 3 yrs/unlimited mls

#1 - 4270x1822mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
49kWh (272) auto Pro	193	6.7	0	30	£31950
62kWh (272) auto Pro+	260	6.7	0	30	£35950
62kWh (272) auto Premium	273	6.7	0	31	£38950
62kWh (428) auto Brabus	248	3.9	0	37	£43450

#3 - 4400x1844mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
49kWh (272) auto Pro	202	5.8	0	33	£32950
62kWh (272) auto Pro+	270	5.8	0	34	£36950
62kWh (272) auto Premium	283	5.8	0	36	£39950
62kWh (272) auto Anniversary Ed	283	5.8	0	36	£40950
62kWh (428) auto Brabus	258	3.7	0	41	£45450

SUBARU

Dealers: 70 **Warranty:** 3 yrs/100000 mls

Crosstrek - 4495x1800mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 e-Boxer (136) at AWD Limited	36.8	10.8	174	15	£34995

Touring: add £2000 to Limited

Solterra - 4690x1860mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
71.4kWh (215) auto Limited AWD	289	6.9	0	N/A	£52495

Touring: add £3000 to Limited

Forester - 4625x1815mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 e-Boxer (150) auto AWD XE	34.7	11.8	185	23	£37995

Premium: add £3000 to XE

Outback - 4870x1875mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.5i (169) auto AWD Limited	32.8	10.2	193	19	£37995

Field: add £4000 to Limited
Touring: add £5500 to Limited

SUZUKI

Dealers: 149 **Warranty:** 3 yrs/60000 mls

Swift - 3860x1735mm
Euro NCAP: ★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 MHEV (82) Motion	64.2	12.5	99	21	£19199
1.2 MHEV (82) Ultra	64.2	12.5	99	21	£20299
1.2 MHEV (82) Ultra 4x4	57.6	13.6	110	20	£21549
1.2 MHEV (82) auto Motion	60.1	11.9	106	22	£20449
1.2 MHEV (82) auto Ultra	60.1	11.9	106	22	£21549

Swace - 4655x1790mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.8 VVT-i Hybrid (122) at Motion	62.7	9.4	102	20	£29999
1.8 VVT-i Hybrid (122) auto Ultra	62.7	9.4	102	21	£31999

Vitara - 4185x1775mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.4 Boosterjet (129) Motion	53.2	9.5	119	22	£26949
1.4 Boosterjet (129) Ultra	53.2	9.5	120	22	£28649
1.4 Boosterjet (129) Ultra 4x4	52.3	10.2	128	22	£30449
1.5 Hybrid (115) auto Motion	56.4	12.7	113	16	£28699
1.5 Hybrid (115) auto Ultra	56.4	12.7	114	17	£30399
1.5 Hybrid (115) auto Ultra 4x4	50.4	13.5	127	16	£32199

S-Cross - 4300x1785mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.4 Boosterjet (129) Motion	53.2	9.5	120	22	£26699
1.4 Boosterjet (129) Ultra 4x4	47.8	10.2	133	22	£29699
1.5 Hybrid (115) auto Motion	54.3	12.7	118	16	£28449
1.5 Hybrid (115) auto Ultra 4x4	48.7	13.5	132	16	£31449

Across - 4635x1855mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.5 PHEV (306) auto E-Four	282.4	6.0	22	39	£49529

TESLA

Dealers: 17 **Warranty:** 4 yrs/50000 mls

Model 3 - 4694x1849mm
Euro NCAP: ★★★★★ **Driver Power:** 25th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
60kWh (245) auto RWD	318	5.8	0	36	£39990
79kWh (320) auto RWD Long Range	436	4.9	0	38	£44990
79kWh (351) auto AWD Long Range	390	4.2	0	41	£49990
79kWh (460) at AWD Performance	328	2.9	0	48	£59990

Model S (LHD) - 4970x1964mm
Euro NCAP: ★★★★★ **Driver Power:** 29th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
100kWh (670) auto AWD	405	3.1	0	50	£95480
100kWh (1020) auto AWD Plaid	390	2.0	0	50	£114930

Model Y - 4751x1978mm
Euro NCAP: ★★★★★ **Driver Power:** 15th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
81kWh (342) auto RWD Long Range	373	5.9	0	45	£46990
81kWh (384) auto AWD Long Range	331	4.8	0	48	£52990
81kWh (426) at AWD Performance	319	3.5	0	50	£59990

Seven seats: add £2500 to AWD LR

Model X (LHD) - 5037x2271mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
100kWh (670) at AWD Long Range	348	3.8	0	50	£99930
100kWh (1020) auto AWD Plaid	333	2.5	0	50	£126230

TOYOTA

Dealers: 206 **Warranty:** 3 yrs/60000 mls

Aygo X - 3465x1615mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 VVT-i (72) Pure	58.9	14.9	109	5	£16140
1.0 VVT-i (72) Edge	58.9	14.9	110	5	£17180
1.0 VVT-i (72) auto Pure	56.5	14.8	113	6	£17245
1.0 VVT-i (72) auto Edge	56.5	14.8	113	6	£18285

Exclusive: add £1810 to Edge

Yaris - 3940x1745mm
Euro NCAP: ★★★★★ **Driver Power:** 35th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 VVT-i Hybrid (114) auto Icon	68.9	9.7	92	13	£22640
1.5 VVT-i Hybrid (114) auto Design	68.9	9.7	91	14	£23545
1.5 VVT-i Hybrid (114) auto GR Sport	68.9	9.7	97	14	£28815
1.5 VVT-i Hybrid (114) auto Excel	68.9	9.7	96	14	£26710
1.5 VVT-i Hybrid (114) auto Premiere	68.9	9.7	96	14	£28935

GR Yaris - 3995x1805mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.6T (257) GR Yaris	34.3	5.5	186	35	£32205
1.6T (257) GR Yaris Convenience	34.3	5.5	186	35	£34385
1.6T (257) GR Yaris Circuit Pack	34.3	5.5	186	36	£35705

Corolla - 4370x1790mm
Euro NCAP: ★★★★★ **Driver Power:** 23rd

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.8 VVT-i Hybrid (140) auto Icon	64.2	9.1	100	17	£30505
1.8 VVT-i Hybrid (140) auto Design	61.4	9.1	104	17	£32140
1.8 VVT-i Hybrid (140) at GR Sport	60.1	9.1	105	17	£33405
1.8 VVT-i Hybrid (140) auto Excel	60.1	9.1	106	18	£34240
2.0 VVT-i Hybrid (196) auto Icon	64.2	7.4	98	21	£32250
2.0 VVT-i Hybrid (196) auto Design	62.8	7.4	102	21	£33885
2.0 VVT-i Hybrid (196) at GR Sport	61.4	7.4	103	21	£35150
2.0 VVT-i Hybrid (196) auto Excel	61.4	7.4	103	22	£35985

Corolla Touring Sports - 4650x1790mm
Euro NCAP: ★★★★★ **Driver Power:** 23rd

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.8 VVT-i Hybrid (140) auto Icon	62.8	9.4	101	17	£31840
1.8 VVT-i Hybrid (140) auto Design	60.1	9.4	106	17	£33475
1.8 VVT-i Hybrid (140) at GR Sport	60.1	9.4	107	17	£35120
1.8 VVT-i Hybrid (140) auto Excel	60.1	9.4	107	18	£35955
2.0 VVT-i Hybrid (196) auto Icon	64.2	7.7	100	21	£33585
2.0 VVT-i Hybrid (196) auto Design	61.4	7.7	104	21	£35220
2.0 VVT-i Hybrid (196) at GR Sport	61.4	7.7	105	21	£36865
2.0 VVT-i Hybrid (196) auto Excel	61.4	7.7	105	22	£37700

Prius Plug-in - 4599x1782mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 VVT-i Hybrid (223) auto Design	565.0	6.8	12	31	£37315
2.0 VVT-i Hybrid (223) auto Excel	403.5	6.8	17	31	£39955

Proace City Verso Elec - 4403-4753x1848mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
50kWh (136) auto Icon Medium	160	11.2	0	18	£31849
50kWh (136) auto Design Medium	160	11.2	0	19	£36464
50kWh (136) auto Icon Long	160	11.2	0	19	£33129

Proace Verso Electric - 4959-5309x1920mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
75kWh (136) auto Icon Medium 8st	143	12.1	0	N/A	£45769
75kWh (136) at Design Medium 8st	143	12.1	0	N/A	£49263
75kWh (136) auto Icon Long 9st	143	12.1	0	N/A	£46477
75kWh (136) auto Design Long 8st	143	12.1	0	N/A	£53766
75kWh (136) auto Excel Long 7st	143	12.1	0	N/A	£55866

Yaris Cross - 4180x1765mm
Euro NCAP: ★★★★★ **Driver Power:** 41st

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 VVT-i Hybrid (116) auto Icon	64.1	11.2	100	11	£25530
1.5 VVT-i Hybrid (116) auto Design	64.1	11.2	102	12	£27130
1.5 VVT-i Hybrid (116) auto Excel	64.1	11.2	112	12	£30565
1.5 VVT-i Hybrid (116) at GR Sport	64.1	11.2	112	12	£31320
1.5 VVT-i Hyb (116) at AWD Excel	55.3	11.8	115	12	£32925

C-HR - 4362x1832mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.8 VVT-i Hybrid (140) auto Icon	60.1	10.2	105	20	£31300
1.8 VVT-i Hybrid (140) auto Design	58.9	10.2	108	20	£34695
1.8 VVT-i Hybrid (140) auto Excel	57.7	10.2	110	22	£38160
2.0 VVT-i Hybrid (197) at GR Sport	57.7	8.1	110	27	£40655
2.0 VVT-i PHEV (223) auto Design	353.1	7.2	19	25	£39145
2.0 VVT-i PHEV (223) auto Excel	353.1	7.2	19	27	£42610
2.0 VVT-i PHEV (223) at GR Sport	353.1	7.2	19	26	£43540

bZ4X - 4690x1860mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
71.4kWh (201) auto Pure FWD	318	7.5	0	35	£42860
71.4kWh (201) auto Motion FWD	313	7.5	0	36	£45210
71.4kWh (215) auto Motion AWD	286	6.9	0	38	£47810

Vision: add £3600 to Motion

RAV4 - 4600x1855mm
Euro NCAP: ★★★★★ **Driver Power:** 31st

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.5 VVT-i Hyb (218) at Design FWD	50.4	8.4	129	26	£39885
2.5 VVT-i Hyb (222) at Design AWD	48.7	8.1	131	28	£42270
2.5 VVT-i PHV (306) at Design AWD	282.4	6.0	22	36	£44175

Excel: add £2985 to Design (not PHEV) **GR Sport:** add £4545 to Hybrid Design AWD, add £4815 to PHEV Design

Land Cruiser - 4925x1980mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.8 D-4D (204) auto Invincible	26.4	10.9	276	48	£74995
2.8 D-4D (204) auto First Edition	26.4	10.9	276	49	£79995

Hilux - 5325x1855-1900mm
Euro NCAP: ★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.8 D-4D (204) D Cab Invincible	33.2	10.1	223	45	£41960
2.8 D-4D (204) D Cab Invincible X	33.2	10.1	225	45	£46020
2.8 D-4D mHEV (204) at DC Invinc	30.0	10.7	259	45	£43127
2.8 D-4D mHEV (204) at DC Invinc X	30.0	10.7	259	45	£47542
2.8 D-4D (204) at D Cab GR Sport	30.0	10.7	N/A	45	£49750
2.8 D-4D (204) at Invincible X AT35	30.0	10.7	N/A	45	£73940

VAUXHALL

Dealers: 338 **Warranty:** 3 yrs/60000 mls

Corsa - 4055x1765mm
Euro NCAP: ★★★★ **Driver Power:** 43rd

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 Turbo (100) Yes	54.3	9.9	118	N/A	£18505
1.2 Turbo (100) Design	54.3	9.9	117	20	£20535
1.2 Turbo (100) GS	54.3	9.9	117	19	£22915
1.2 Turbo (100) auto Design	51.4	10.2	125	19	£22265
1.2 Hybrid (100) auto Design	61.4	10.7	102	19	£22900
1.2 Hybrid (100) auto GS	62.8	10.7	104	19	£25280
1.2 Hybrid (136) auto GS	60.1	8.6	106	25	£26250
1.2 Turbo (130) auto GS	49.6	8.7	127	23	£25615
50kWh (136) auto Yes	221	8.2	0	N/A	£26895
50kWh (136) auto Design	219	8.2	0	28	£29045
50kWh (136) auto GS	214	8.2	0	26	£31230
54kWh (156) auto Design	246	8.2	0	30	£30440
54kWh (156) auto GS	246	8.2	0	28	£32625

Ultimate: add £2780 to GS 1.2T (100)/Hybrid (136), add £2145 to 1.2T (130), add £1810 to GS electric

Astra - 4374x1860mm
Euro NCAP: ★★★★ **Driver Power:** 3rd

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 Turbo (110) Design	51.4	10.5	123	16	£26970
1.2 Turbo (130) Design	51.4	9.7	123	17	£27570
1.2 Turbo (130) GS	51.4	9.7	124	19	£29865
1.2 Turbo (130) auto Design	50.4	9.7	127	18	£29070
1.2 Turbo (130) auto GS	50.4	9.7	127	20	£31415
1.2T Hybrid (136) auto Design	60.1	9.0	106	20	£30035
1.2T Hybrid (136) auto GS	60.1	9.0	109	20	£32330
1.6 PHEV (180) auto GS	256.0	9.3	24	24	£37935
1.6 PHEV (225) auto GSe	256.0	7.5	25	31	£41800
54kWh (156) auto Design	254	9.2	0	26	£34945
54kWh (156) auto GS	254	9.2	0	26	£37240

Sports Tourer estate: add £2200
Ultimate: add £3115 to GS 1.2T/PHEV, add £2200 to GS 1.2T auto, add £3140 to GS Hybrid, add £2115 to GS Electric

Combo Life Electric - 4403-4753x1921mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
50kWh (136) auto Design	211	11.7	0	21	£32180
50kWh (136) auto Ultimate	210	11.7	0	22	£34695
50kWh (136) auto Design XL 7st	213	11.7	0	23	£33080
50kWh (136) auto Ultimate XL 7st	208	11.7	0	23	£35595

Vivaro Life Electric - 4956-5306x1920mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
49kWh (136) auto Combi	84	14.3	0	36	£37145
49kWh (136) auto XL Combi	84	14.3	0	36	£43725
75kWh (136) auto Combi	133	14.3	0	36	£43725
75kWh (136) auto XL Combi	133	14.3	0	36	£48795

Design: add £5605 to 75kWh Combi
Ultimate: add £5325 to Design

Mokka - 4151x1791mm
Euro NCAP: N/A **Driver Power:** 18th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 Turbo (136) Design	49.5	8.9	129	22	£24705
1.2 Turbo (136) GS	49.5	8.9	129	21	£25905
1.2 Turbo (130) auto Design	45.5	8.9	139	22	£26305
1.2 Turbo (130) auto GS	46.3	8.9	138	21	£27505
1.2 Hybrid (136) auto Design	58.8	8.2	108	24	£27305
1.2 Hybrid (136) auto GS	57.6	8.2	110	23	£28505
54kWh (156) Design	249	9.0	0	24	£33245
54kWh (156) GS	250	9.0	0	23	£35905

Ultimate: add £2250 to GS 1.2, add £2275 to GS Hybrid, add £3000 to GS Electric

Frontera - 4385x1795mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 Hybrid (100) auto Design	53.3	11.0	119	17	£23495
1.2 Hybrid (100) auto GS	53.3	11.0	120	19	£25395
1.2 Hybrid (136) auto Design	53.3	9.0	119	22	£25005
1.2 Hybrid (136) auto GS	53.3	9.0	120	23	£26905
44kWh (113) auto Design	186	12.1	0	16	£23495
44kWh (113) auto GS	186	12.1	0	17	£25395

Seven seats: add £550 to 1.2 GS

Grandland - 4477x1856mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 Hybrid (136) auto Design	50.4	10.2	124	N/A	£34700
1.2 Hybrid (136) auto GS	51.4	10.2	124	N/A	£36650
1.2 Hybrid (213) auto Ultimate	51.4	10.2	124	N/A	£38400
73kWh (213) auto Design	318	9.0	0	35	£40995
73kWh (213) auto GS	323	9.0	0	36	£43145
73kWh (213) auto Ultimate	318	9.0	0	36	£45195

VOLKSWAGEN

Dealers: 223 **Warranty:** 3 yrs/60000 mls

Polo - 4074x1751mm
Euro NCAP: ★★★★★ **Driver Power:** 34th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 (80) Life	52.7	15.6	122	1	£21210
1.0 TSI (95) Life	55.2	10.8	116	8	£22150
1.0 TSI (95) R-Line	55.1	10.8	117	11	£24550
1.0 TSI (95) auto Life	52.7	11.5	122	8	£23585
1.0 TSI (95) auto R-Line	52.3	11.5	123	11	£25985
1.0 TSI (115) auto R-Line	52.3	9.8	123	11	£27210
2.0 TSI (207) auto GTI	43.1	6.5	149	23	£30430

Match: add £690 to 1.0 TSI Life
Style: add £2400 to 1.0 TSI (95) Life

Golf - 4284x1789mm
Euro NCAP: ★★★★★ **Driver Power:** 49th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI (115) Life	53.1	9.9	121	17	£27760
1.5 TSI (115) Match	51.9	9.9	124	17	£27935
1.5 eTSI (115) auto Style	53.4	9.9	120	18	£31010
1.5 TSI (150) Match	51.0	8.6	126	21	£29075
1.5 TSI (150) R-Line	50.7	8.6	127	21	£31100
1.5 eTSI (150) auto Match	53.1	8.4	121	22	£30665
1.5 eTSI (150) auto R-Line	52.6	8.4	122	22	£32690
1.5 TSI PHEV (204) auto Match	1000.4	7.2	6	26	£36140
1.5 TSI PHEV (272) auto GTE	795.6	6.6	8	30	£40330
2.0 TSI (265) auto GTI	39.6	5.9	162	31	£40025
2.0 TSI (300) auto GTI Clubsport	37.4	5.6	171	31	£42780
2.0 TSI (333) auto 4MOTION R	34.9	4.6	184	33	£44535
2.0 TDI (115) Match	63.5	10.2	115	19	£29730
2.0 TDI (150) auto R-Line	60.5	8.0	122	24	£34500

Style: add £1475 to Match (not 1.5 TSI 115, 2.0 TDI) **Black Edition:** add £1000 to R-Line **R Black Edition:** add £1250 to R

Golf Estate - 4633x1789mm
Euro NCAP: ★★★★★ **Driver Power:** 49th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI (115) Life	52.5	10.2	123	17	£29195
1.5 eTSI (115) auto Life	53.9	10.3	119	17	£30785
1.5 TSI (150) Life	51.5	8.8	125	21	£30325
1.5 TSI (150) Style	50.2	8.8	128	22	£31995
1.5 eTSI (150) auto Life	53.7	8.6	120	22	£31915
1.5 eTSI (150) auto Style	52.3	8.6	123	23	£33585
2.0 TSI (333) auto 4MOTION R	34.6	4.8	185	33	£45970
2.0 TDI (115) Life	64.4	10.5	115	19	£30990
2.0 TDI (150) auto Style	59.5	8.4	124	24	£35390

R-Line: add £540 to Style

ID.3 - 4261x1809mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
52kWh (170) auto Pure Essential	241	8.2	0	20	£30850
58kWh (204) auto Pro Essential	269	7.6	0	26	£35730
77kWh (204) auto Pro S Essential	346	8.2	0	30	£39220
79kWh (326) auto GTX Performance	369	5.7	0	34	£46315

Match: add £710-£1360 to Essential

Passat Estate - 4917x1849mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 eTSI (150) auto Life	51.8	9.2	124	25	£39610
1.5 eTSI (150) auto Elegance	51.5	9.2	125	26	£42705
1.5 eTSI (150) auto R-Line	50.0	9.2	129	26	£43955
2.0 TSI (204) auto R-Line	40.4	7.5	159	N/A	£47035
1.5 TSI PHEV (204) auto Life	755.1	8.1	9	30	£44335
1.5 TSI PHEV (204) auto Elegance	731.1	8.1	9	32	£47430
1.5 TSI PHEV (204) auto R-Line	727.6	8.1	9	32	£48680
1.5 TSI PHEV (272) auto Elegance	723.8	7.1	9	34	£50150
1.5 TSI PHEV (272) auto R-Line	694.6	7.1	9	34	£51200

ID.7 - 4961x1862mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
77kWh (286) auto Pro Match	381	6.5	0	38	£51580
86kWh (286) auto Pro S Match	436	6.6	0	39	£55480
86kWh (340) auto 4MOTION GTX	365	5.4	0	41	£62010

ID.7 Tourer - 4961x1862mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
77kWh (286) auto Pro Match	373	6.6	0	38	£52270
86kWh (286) auto Pro S Match	424	6.7	0	38	£56170
86kWh (340) auto 4MOTION GTX	358	5.5	0	41	£62700

Touran - 4527x1829mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI (150) Match	44.4	8.9	145	18	£39960
1.5 TSI (150) auto Match	43.1	8.9	149	18	£41260
1.5 TSI (150) auto SEL	43.6	8.9	148	18	£40805

R-Line: add £1480 to SEL

ID.Buzz - 4962-4712x1985mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
79kWh (286) auto Life SWB	283	7.6	0	37	£59035
79kWh (286) auto Style SWB	277	7.6	0	40	£63835
79kWh (340) at 4MOTION GTX SWB	255	6.1	0	42	£67435
86kWh (286) auto Life LWB	293	7.9	0	37	£59545
86kWh (286) auto Style LWB	286	7.9	0	40	£64345
86kWh (340) at 4MOTION GTX LWB	282	6.4	0	42	£67945

Six seats: add £150 to SWB

Caddy - 4500-4853x1855mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI (116) SWB	43.5	11.9	149	8	£28345
1.5 TSI (116) California SWB	42.2	11.9	153	8	£35683
1.5 TSI (116) auto Life SWB	42.2	11.9	153	10	£33897
1.5 TSI (116) auto California SWB	41.5	11.9	155	10	£37891
2.0 TDI (102) SWB	53.3	13.5	140	9	£30059
2.0 TDI (102) Life SWB	52.3	13.5	141	9	£32927
2.0 TDI (122) auto SWB	51.4	11.4	145	12	£33619
2.0 TDI (122) auto Life SWB	50.4	11.4	146	12	£36487
2.0 TDI (122) auto California Maxi	49.6	11.4	150	12	£42364

Maxi: add £1003-£1378 to SWB

Multivan - 4973-5173x1941mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 TSI (204) auto Style	31.7	9.0	202	36	£63121
2.0 TSI (204) auto Style Long	31.7	9.0	203	37	£64561
2.0 TDI (150) auto Life	43.8	11.6	169	26	£48375
2.0 TDI (150) auto Style	43.5	11.6	171	30	£59650
2.0 TDI (150) auto Life Long	43.5	11.6	170	28	£49815
2.0 TDI (150) auto Style Long	42.8	11.6	172	28	£61090

Grand California - 5986-6836x2040mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 TDI (177) auto 600 3.5t	26.2	N/A	285	N/A	£82030
2.0 TDI (177) auto 600 3.88t	25.9	N/A	286	N/A	£82690
2.0 TDI (177) auto 680 3.88t	25.9	N/A	287	N/A	£84718

Taigo - 4266x1757mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TSI (95) Life	51.8	11.1	123	12	£24550
1.0 TSI (115) Life	53.4	9.9	120	14	£25385
1.0 TSI (115) Black Edition	51.3	9.9	126	14	£29770
1.0 TSI (115) auto Life	51.1	10.2	126	14	£26980
1.0 TSI (115) auto Style	50.4	10.2	128	14	£29920
1.0 TSI (115) auto R-Line	50.4	10.2	128	14	£30875
1.5 TSI (150) auto R-Line	48.6	8.2	132	22	£32370

Match: add £175 to Life
Black Edition: add £490 to R-Line

T-Cross - 4235x1782mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TSI (95) Life	50.2	11.3	127	9	£24895
1.0 TSI (115) Life	51.8	10.1	124	10	£25740
1.0 TSI (115) Style	50.8	10.1	127	10	£28550
1.0 TSI (115) R-Line	51.0	10.1	126	10	£28715
1.0 TSI (115) auto Life	49.7	10.3	130	10	£27350
1.0 TSI (115) auto Style	48.9	10.3	132	10	£30210
1.0 TSI (115) auto R-Line	49.1	10.3	131	10	£30370
1.5 TSI (150) auto Style	47.1	8.4	136	16	£31660
1.5 TSI (150) auto R-Line	47.2	8.4	136	16	£31825

Match: add £175 to Life
R-Line: add £935 to Style
Black Edition: add £500 to R-Line

T-Roc - 4236x1819mm
Euro NCAP: ★★★★★ **Driver Power:** 38th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TSI (115) Life	48.9	10.1	132	18	£29045
1.0 TSI (115) Style	48.8	10.1	132	18	£31320
1.5 TSI (150) Life	47.3	8.4	136	17	£30615
1.5 TSI (150) Style	47.4	8.4	136	17	£32890
1.5 TSI (150) auto Life	46.8	8.3	138	18	£32355
1.5 TSI (150) auto Style	46.8	8.3	137	18	£34630
2.0 TSI (190) auto 4MOTION R-Line	38.7	6.8	166	24	£40245
2.0 TSI (300) auto 4MOTION R	33.6	4.9	191	35	£43740
2.0 TDI (150) auto R-Line	56.4	8.8	131	19	£39175

Match: add £175 to Life **R-Line:** add £1615 to Style (not 1.0 TSI 115)
Black Edition: add £1000 to R-Line 1.5 TSI 150 **R Black Edition:** add £1250 to R

T-Roc Cabriolet - 4271x1811mm
Euro NCAP: ★★★★★ **Driver Power:** 38th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TSI (115) Style	46.4	11.3	138	14	£35405
1.5 TSI (150) Style	45.1	10.0	142	19	£36920
1.5 TSI (150) R-Line	45.5	10.0	141	19	£39540
1.5 TSI (150) auto Style	44.9	9.4	143	20	£38620
1.5 TSI (150) auto R-Line	45.2	9.4	142	20	£41240

ID.4 - 4584x1852mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
52kWh (170) auto Match Pure	221	9.0	0	23	£39580
77kWh (286) auto Match Pro	339	6.7	0	33	£44390
77kWh (286) at 4MOTION Match Pro	325	6.6	0	39	£46110
77kWh (340) auto 4MOTION GTX Ed	319	5.4	0	39	£52235

ID.5 - 4599x1852mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
52kWh (170) auto Match Pure	226	8.9	0	25	£41080
77kWh (286) auto Match Pro	344	6.7	0	35	£45890
77kWh (340) auto 4MOTION GTX Ed	327	5.4	0	41	£53735

Tiguan - 4539x1842mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI (130) auto Tiguan	46.3	10.6	139	18	£35105
1.5 TSI (130) auto Life	45.7	10.6	141	18	£36950
1.5 TSI (150) auto Life	45.3	9.1	142	21	£37750
1.5 TSI (150) auto Elegance	45.3	9.1	142	22	£40320
1.5 TSI (150) auto R-Line	43.7	9.1	147	22	£40725
1.5 TSI PHEV (204) auto Life	707.0	8.2	9	27	£42555
1.5 TSI PHEV (204) auto Elegance	714.5	8.2	9	28	£45125
1.5 TSI PHEV (204) auto R-Line	646.5	8.2	10	28	£45530
1.5 TSI PHEV (272) auto R-Line	672.8	7.2	11	31	£48250
2.0 TSI (204) auto 4MOTION R-Line	36.4	7.1	176	29	£45605
2.0 TSI (265) auto 4MOTION R-Line	33.2	5.9	193	32	£48570
2.0 TDI (150) auto Life	52.2	9.4	142	22	£38950
2.0 TDI (150) auto Elegance	52.1	9.4	142	23	£41520
2.0 TDI (150) auto R-Line	51.1	9.4	145	23	£41925

Match: add £175 to Life

Tayron - 4792x1853mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI (150) auto Life	44.1	9.4	146	25	£39850
1.5 TSI (150) auto Elegance	44.1	9.4	146	25	£42420
1.5 TSI (150) auto R-Line	42.9	9.4	150	25	£42825
1.5 TSI PHEV (204) auto Life	696.0	8.6	9	30	£43905
1.5 TSI PHEV (204) auto Elegance	698.7	8.6	9	30	£46475
1.5 TSI PHEV (204) auto R-Line	614.4	8.6	10	30	£46880
1.5 TSI PHEV (272) auto R-Line	625.9	7.3	10	33	£49600

Match: add £500 to Life PHEV
R-Line Edition: add £500 to R-Line PHEV

Touareg - 4902x1984mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 V6 TSI PHV (381) auto 4MT Eleg	113.1	5.9	57	47	£71280
3.0 V6 TSI PHV (462) auto 4MOT R	115.4	5.2	56	49	£82840
3.0 V6 TDI (286) auto 4MOT Black Ed	34.4	6.4	215	45	£72875

Amarok - 5390x1910mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 TDI (170) 4MOTION Life	33.6	11.6	221	N/A	£42114
2.0 TDI (205) auto 4MOTION Life	32.5	10.5	227	N/A	£43722
2.0 TDI (205) auto 4MOTION Style	32.1	10.5	230	N/A	£52560
3.0 V6 TDI (240) auto 4MOT Style	28.0	9.0	264	N/A	£55650
3.0 V6 TDI (240) at 4MOT Panam	28.0	9.0	265	N/A	£58434
3.0 V6 TDI (240) at 4MT Aventura	28.0	9.0	265	N/A	£59418

VOLVO

Dealers: 117 **Warranty:** 3 yrs/60000 mls

V60 - 4778-4784x1916mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 B4 (197) auto Plus	44.8	7.2	143	31	£43370
2.0 B4 (197) auto Ultra	44.8	7.2	144	31	£48070
2.0 T6 PHEV (350) auto Plus AWD	352.6	5.2	17	42	£50935
2.0 T8 PHEV (455) auto Ultra AWD	352.6	4.4	18	42	£57635

V90 - 4945-4959x1895-1929mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 T6 PHEV (350) auto Plus AWD	352.6	5.2	18	42	£62280
2.0 T8 PHEV (455) auto Ultra AWD	313.4	4.5	20	42	£70780

EX30 - 4233x1940mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
51kWh (272) at Single Motor Core	209	5.4	0	35	£32850
51kWh (272) at Single Motor Plus	209	5.4	0	36	£35150
69kWh (272) at Ext'd Range Core	296	5.1	0	37	£37050
69kWh (272) at Ext'd Range Plus	296	5.1	0	38	£39850
69kWh (272) at Ext'd Range Ultra	295	5.1	0	38	£43350
69kWh (428) at Twin Motor Plus	280	3.4	0	40	£42350
69kWh (428) at Twin Motor Ultra	279	3.4	0	41	£45850

EC40 - 4440x1910mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
69kWh (238) at Single Motor Plus	300	6.9	0	34	£52555
78kWh (252) at Ext'd Range Plus	346	6.9	0	35	£54305
78kWh (252) at Ext'd Range Ultra	341	6.9	0	37	£58355
82kWh (408) at Twin Motor Plus	340	4.5	0	40	£57805
82kWh (408) at Twin Motor Ultra	336	4.5	0	41	£61855
82kWh (442) at Twin Perf Plus Black	337	4.4	0	41	£59555
82kWh (442) at Twin Perf Ultra Blk	336	4.4	0	41	£63105

Black Edition: add £750 to Extended Range Plus, add £250 to Extended Range Ultra

EX40 - 4440x1910mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
69kWh (238) at Single Motor Core	296	6.9	0	35	£45955
69kWh (238) at Single Motor Plus	294	6.9	0	35	£52555
78kWh (252) at Ext'd Range Core	343	6.9	0	36	£47705
78kWh (252) at Ext'd Range Plus	341	4.6	0	42	£54305
78kWh (252) at Ext'd Range Ultra	332	4.6	0	42	£58355
82kWh (408) at Twin Motor Plus	332	4.6	0	42	£57805
82kWh (408) at Twin Motor Ultra	323	4.6	0	42	£61855
82kWh (442) at Twin Perf Plus Black	326	4.4	0	41	£59555
82kWh (442) at Twin Perf Ultra Blk	324	4.4	0	41	£63105

Black Edition: add £750 to Extended Range Plus, add £250 to Extended Range Ultra

XC40 - 4440x1910mm
Euro NCAP: ★★★★★ **Driver Power:** 37th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 B3 (163) auto Core	42.7	8.3	150	23	£36310
1.5 B3 (163) auto Plus	42.7	8.3	149	24	£39810
1.5 B3 (163) auto Ultra	42.7	8.3	153	25	£45220
2.0 B4 (197) auto Plus	42.7	7.3	149	26	£40960
2.0 B4 (197) auto Ultra	42.7	7.3	153	27	£45220

Black Edition: add £910 to B3 Plus, add £1160 to B4 Plus, add £250 to Ultra

XC60 - 4708x1999mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 B5 (250) auto Core AWD	35.7	6.5	175	34	£47615
2.0 B5 (250) auto Plus AWD	35.7	6.5	176	34	£52340
2.0 B5 (250) auto Ultra AWD	35.7	6.5	179	34	£61620
2.0 T6 PHEV (350) auto Core AWD	282.1	5.4	24	22	£56030
2.0 T6 PHEV (350) auto Plus AWD	282.1	5.4	23	22	£60055
2.0 T8 PHEV (455) auto Ultra AWD	282.1	4.6	24	41	£68385

Black Edition: add £1750 to B5/T6 Plus, add £1000 to B5/T8 Ultra

XC90 - 4953x2008mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 B5 (250) auto Core AWD	32.8	7.3	193	37	£63790
2.0 B5 (250) auto Plus AWD	32.8	7.3	196	38	£68790
2.0 B6 (250) auto Ultra AWD	32.8	7.3	200	39	£75290
2.0 T8 PHEV (455) auto Core AWD	235.1	5.1	30	42	£72650
2.0 T8 PHEV (455) auto Plus AWD	235.1	5.1	31	42	£77650
2.0 T8 PHEV (455) auto Ultra AWD	235.1	5.1	32	43	£84150

EX90 - 5037x2039mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
111kWh (408) auto Twin AWD	364	5.7	0	50	£96255
111kWh (517) at Twin Perf AWD	360	4.7	0	50	£100555

XPENG

Dealers: 20 **Warranty:** TBC

G6 - 4753x1920mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
66kWh (258) auto Standard Range	270	6.6	0	N/A	£39990
88kWh (285) auto Long Range	354	6.2	0	N/A	£44990

ONLINE VALUATION TOOL

Head over to our valuation tool to check prices on a specific model.

IT'S been a manic few weeks. And here's the proof: my A-Z of the final days of the first half of 2025... on planet car.

Antonio Filosa wins the bravest in the business gong for taking on the CEO role at Stellantis. Good luck, Ant. You'll need it. **B**YD founder Wang Chuanfu is more relaxed as he plays with his Yangwang and Fangchengbao brands. **C**hina's Government warns car makers not to brutally undercut each other – I think they should. **D**e Meo's decision to quit as Renault CEO is a tragedy. The industry can't afford to lose Luca – its best and most respected chief executive.

> **"DE MEO'S DECISION TO QUIT AS RENAULT CEO IS A TRAGEDY. THE INDUSTRY CAN'T AFFORD TO LOSE LUCA – ITS BEST AND MOST RESPECTED CHIEF EXECUTIVE"**

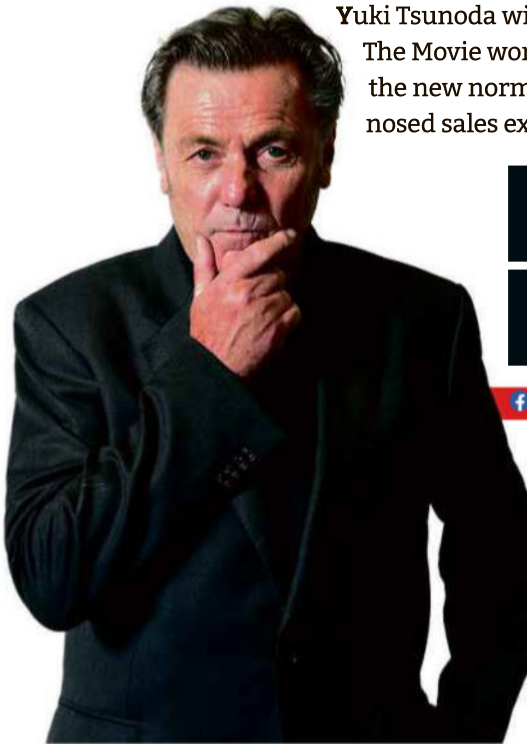
EV appeal is at its lowest since 2019 – at least in the US. **F**errari delays plans for a second EV thanks to lack of demand. **G**oodwood has an unlikely new lap record holder – an eight-year-old pedal car driver. **H**S2 is an "appalling mess, a litany of failure," says the Transport Secretary Heidi Alexander. **I**deas for the Dragons' Den for Motorists stage at August's British Motor Show are being sought. Perhaps you have one? **J**aguar remains disabled at the halfway point of the year. I've never known the firm to be saying, producing and selling less. It desperately needs its new plan to work. **K**ia's EV9 GT is marred by its greedy £82,000 price tag. **L**eaf EV from Nissan (starting at £30k-£35k) shows appropriate pricing is possible.

Musk's response to accusations of taking ketamine? A drugs test – which showed negative results, the Tesla boss says. **N**orris of McLaren crashed his F1 car then did what public figures rarely, if ever, do: admit guilt before apologising. Lando's honesty is refreshing.

OneHealth is Renault's new wellbeing scheme to give global employees access to physical and mental healthcare and should therefore be applauded. **P**ower outages adversely affected me and many others last week – just as France's energy industry was signed up to keep the lights on and the EVs recharged in Britain this winter. Yikes!

Is **Q**oros the latest Chinese car brand bound for Britain? Maybe. **R**enault 4 the best car buy of the year so far? I think so. **S**uzuki's e Vitara: from £29,999, including free finance, home charger and a 10-year warranty. **T**unnelling at Kent's Lower Thames Crossing will cost £9 billion, says the Government – which pays just £590 million towards it. Eh?

UN warning: autonomous cars could be a terrorist threat. **V**W's Polo wins the official Best Car of the Half Century ('75-'25) prompting a special edition. **W**OMAC's cancer charity run by motor industry women staged its annual fundraiser (I was honoured to attend) – but the wealthy car business should do more voluntary work like this. **X** (as in Aygo X) emerges as Europe's "cleanest" non plug-in car. **Y**uki Tsunoda wins my vote as worst-dressed driver at the F1 The Movie world premiere. **Z**ero per cent finance deals are the new norm. At least that's what you must tell the hard-nosed sales execs you're negotiating with in the showroom!



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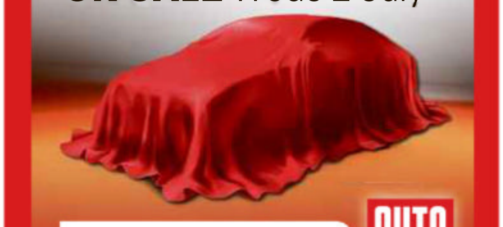

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Model shown is MY25 NX 450h+ Fuel economy: Mpg (l/100km) (weighted combined): 282.4 (1) to 256.8 (1.1). Electric energy consumption (weighted combined): 2.5 to 2.3 miles/kWh. CO_2 emissions (weighted): 22 to 26 g/km. Equivalent all-electric range: 45.9 to 42.5 miles. Plug-in hybrid vehicle requiring mains electricity for charging. Figures obtained using a combination of battery power and fuel and only for comparison purposes. Only compare figures with other similar cars tested to the same technical procedures. These figures may not reflect real life driving results, which will depend upon several factors. UK specifications may vary